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O.K. SAUCE
The Cold Meat Specialité

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For CHINA, JAPAN, Etc.
1919
Fifty-Seventh Annual Issue.
PRICES:
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HONGKONG DAILY PRESS, LTD.

No. 19,023. 號三廿零千九萬一第 日七十月四年未己 HONGKONG, FRIDAY, MAY 16TH, 1919. 五拜禮 號六十月五年八國民華中 PRICE, $3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY

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SPORTING CARTRIDGES, 12, 16 and 20 bore. Loaded with E. C. Powder, a powder which gives universal satisfaction.

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PEAK TRAMWAY COMPANY LIMITED.

TIME-TABLE

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	Every	15 minutes
8.00 "	to 9.30 "	"	10 "
9.30 "	to 11.00 "	"	15 "
11.30 "	to 12.45 p.m.	"	15 "
12.45 p.m.	to 1.15 "	"	10 "
1.15 "	to 1.45 "	"	15 "
1.45 "	to 2.15 "	"	10 "
2.15 "	to 5.00 "	"	15 "
5.00 "	to 8.00 "	"	10 "

NIGHT CARS.

8.50 p.m., 9.00 p.m., 9.30 p.m.
9.30 p.m. to 11.30 p.m. Every 30 minutes
11.45 p.m.

SATURDAYS.

Extra Car—12.00 Midnight.

SUNDAYS.

7.30 a.m.			
8.00 "	to 10.30 a.m.	Every	15 minutes
10.30 "	to 11.00 a.m.	"	10 "
11.30 "	to 12.00 noon	"	15 "
12.00 noon	to 1.00 p.m.	"	10 "
1.00 p.m.	to 5.30 "	"	15 "
5.30 "	to 6.00 "	"	10 "
6.00 "	to 8.30 "	"	15 "
8.30 "	to 8.00 "	"	10 "

NIGHT CARS.
As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vœux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank-Notes or by Cheque or Compradore Order representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after THURSDAY, NOVEMBER 7TH, 1918, until further Notice

DOWN TRAINS.

Stations			No. 5 Through Express. a.m.	No. 7 Local. a.m.	*No. 9 Through Express. a.m.	No. 11 Local. a.m.	No. 13 Through Express. p.m.	No. 15 Local. p.m.	No. 19 Local. p.m.	No. 21 Local. p.m.
CANTON (Tai Sha Tau)	—	dep.	7.30		8.35		1.35			
SHEK LUNG	—	dep.	8.44		1.17		2.57			
Sham Chun	—	arr.	10.25		3.00		6.40			
	—	dep.	10.30	8.05	3.10	11.45	6.45	3.20	2.45	5.30
Sheung shui	—	dep	—	8.13	3.17	11.53	—	3.27	2.54	5.38
Fanling	—	dep	—	8.17	3.22	11.57	—	3.31	2.58	5.40
Taipo Market	—	dep	—	8.22	3.34	12.06	—	3.37	3.15	5.44
Taipo	—	dep.	—	8.24	3.40	12.13	—	3.40	3.18	5.46
Shatin	—	dep.	—	8.32	3.52	12.25	—	3.52	3.25	5.57
Tsumali	—	dep.	—	8.38	3.59	12.32	—	3.59	3.32	—
Hunghom	—	dep.	—	8.52	4.16	12.48	—	4.17	3.39	7.14
KOWLOON	—	arr.	11.10	9.05	4.33	12.55	7.35			

UP TRAINS.

Stations			No. 4 Local. a.m.	*No. 6 Through Express. a.m.	No. 8 Through Slow. a.m.	No. 10 Local. a.m.	No. 14 Local. p.m.	No. 16 Through Express. p.m.	No. 20 Local. p.m.	No. 22 Local. p.m.
Lost Ferry leave	—	H.K.	6.35	7.45	8.04	10.15	1.05	2.45	1.05	3.35
KOWLOON	—	dep.	6.50	8.05	8.20	10.32	1.13	3.00	1.13	3.55
Hunghom	—	dep.	6.54	—	8.23	10.37	1.32	—	1.32	4.23
Tsumali	—	dep.	7.01	—	8.44	10.43	1.38	—	1.38	4.30
Shatin	—	dep.	7.15	—	8.52	10.57	1.40	—	1.41	4.38
Taipo	—	dep.	7.26	—	9.02	11.10	1.53	—	1.54	4.53
Taipo Market	—	dep.	7.31	—	10.06	11.14	1.57	—	1.58	4.57
Fanling	—	dep.	7.41	—	10.17	11.24	2.07	—	2.07	5.08
Sheungshui	—	dep.	7.45	—	10.21	11.28	2.11	—	2.11	5.12
Sham Chun	—	arr.	7.50	8.15	10.28	11.38	2.18	3.40	2.18	5.18
	—	dep.	—	8.15	10.50	—	—	3.45	—	—
SHEK LUNG	—	dep.	—	10.40	2.15	—	—	5.20	—	—
CANTON (Tai Sha Tau)	—	arr.	—	11.30	3.15	—	—	6.05	—	—

* Will stop at Taipo and Sheung Shui for First-Class Passengers on Notice being given to the guard.

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

SHA TAU KOK BRANCH.

		a.m.	p.m.	p.m.			a.m.	p.m.	p.m.
Fanling	dep.	8.30	12.00	2.20	Shataukok	dep.	10.20	1.05	5.00
Shataukok	arr.	9.35	12.55	3.15	Fanling	arr.	11.15	2.00	5.55

S. F. WINSLOW, Manager. [53

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Total Assets exceed £18,000,000.
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NAGASAKI WORKS.

TELEGRAPHIC ADDRESS:—"DOCK," NAGASAKI.

GRAVING DOCKS AND PATENT SLIP.

	Dock No. 1.	Dock No. 2.	Dock No. 3.
Length on Keel Blocks	510 feet.	350 feet.	714 feet.
Width of Entrance on bottom	77 "	53 "	83 "
Water on Blocks at Spring Tide	26 "	24 "	34 "

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
Two Floating Cranes of 60 and 40 tons each, besides 150 tons Giant Crane.

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FLOATING DOCKS.

	No. 1.	No. 2.	No. 3.
Lifting Power...	7,700 tons.	12,000 tons.	16,000 tons.
Max. Length of Ship taken	460 feet.	580 feet.	470 feet.
Max Breadth of Ship taken	56 "	68 "	96 "
Max. Draft of Ship taken	22 "	28 "	30 "

Floating Crane of 40 tons weight, besides 100 Tripod Cranes.

HIKOSHIMA WORKS (Near Shimonoseki)

TELEGRAPHIC ADDRESS:—"DOCK," SHIMONOSEKI.

GRAVING DOCK.

Length on Keel Blocks	363 feet	0 inch.
Breadth at Entrance on bottom...	56 "	0 "
Depth of Water on Blocks at Spring Tide	26 "	0 "

Floating Crane capable of lifting 30 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the speedy execution of work and to suit the convenience of customers.

Any Order will be promptly attended to and Estimate sent on application. [82

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FOR ALL
INDUSTRIAL AND HOUSEHOLD PURPOSES

FOUNDRY AND SMELTING COKE

FIREBRICK AND FIRECLAY

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s.s. "SUI AN" from Macao daily at 2 p.m. (Sundays 4 p.m.)
s.s. "SUI TAI" from Macao daily at 7.30 a.m. (Sundays at 8 a.m.)

Further information may be obtained at the Company's Office, Hotel Mansions, or from MESSRS. THOS COOK & SON, Booking Agents, Hongkong. 59

MACARONI, PASTE STARS, EGG NOODLES, VERMICELLI, AND ALL KINDS OF SOUP STUFFS.

ALL our Pastes bear the "Booster" label and are made from Flour of the Best Quality containing a large percentage of Gluten. Starch and Gluten are the principal components of Flour. Gluten is easier to digest and contains more nutriment than Starch. Manufactured under the most sanitary conditions.

Large quantities have been exported to various important cities in the World.

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Branch Factory: Wing Hing Street, Causeway Bay, Hongkong
Cable Address: "HINGWAH."

NOTICE TO CONSIGNEES.

S.S. "ARCHER" VOY 1-OUT.

FROM SAN FRANCISCO, HONOLULU JAPAN PORTS, SHANGHAI AND MANILA.

THE above-mentioned vessel having arrived from the above-mentioned ports, consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit, signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on May 14th, 1919.

All Claims must be presented within a month of the Steamer's arrival here, after which they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after May 16th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

PACIFIC MAIL STEAMSHIP COMPANY,
Alexandra Buildings.

Hongkong, May 9th, 1919. [742

NOTICE TO CONSIGNEES.

S.S. "COLOMBIA", VOY. 10-OUT.

FROM SAN FRANCISCO, HONOLULU, JAPAN PORTS, SHANGHAI AND MANILA.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on May 19th, at 10 o'clock.

All Claims must be presented within a month of the Steamer's arrival here, after which they cannot be recognized.

No Claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after May 21st, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP COMPANY,
ALEXANDRA BUILDINGS.

Hongkong, May 13th, 1919. [752

SEAMEN'S INSTITUTE.

21, PRAYA EAST, HONGKONG.

ALL DEPARTMENTS of the above are now OPEN after extensive repairs.

Reading and Writing Rooms, Billiard Room (two tables), Restaurant, Concert Hall and Meeting Rooms.

Sleeping Accommodation—32 Cabins and 70 Beds in Dormitories.

All men of the Mercantile Marine, H.M. Navy and Army are welcome to use the Institute [110

"GLEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES

FROM LONDON and STRAITS.

THE Steamship

"GLENAMOY,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited whence, and/or from the wharves delivery may be obtained.

Goods not cleared by the May 16th, at 5 P.M., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on May 16th, at 10 A.M.

Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, May 9th, 1919. [743

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICAN PORTS.

THE Homeward Mail Steamer

"DILWARA"

carrying His Majesty's Mail, will be despatched from this port about MAY 22ND, 1919, taking Cargo for the above Ports. Passenger accommodation in the connecting vessel, when available, secured before departure from Hongkong.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 3 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc., apply to—

MACKINNON, MACKENZIE & CO.,
Agents,
P. & O. S. N. Co.

Post Box 113,
23, Des Vœux Road Central.

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SAVE YOUR CLOTHING, FURS & CARPETS by storing them in our Cold Stores for the Summer months where no moths or vermin can attack them.

For particulars as to packing and rates apply to—

THE DAIRY FARM ICE & COLD STORAGE CO., LTD. 62

HOTELS

THE HONGKONG HOTEL CO., LTD

Operating:—

THE HONGKONG HOTEL,
The leading Hotel in the Far East.

THE REPULSE BAY HOTEL,
(Opening in the Summer of 1919).
The coming Sea-side resort of South China.

THE HOTEL MANSIONS,
(Office premises).
The headquarters of the Canadian Pacific Ocean Services and the leading American Business concerns.

THE HOTEL COMPANY have recently extended their cold storage plant and instituted motor transportation, are specialising in outside catering such as banquets dances, picnics, etc., and are prepared to supply all necessary equipment, decorations furnishings an music.

Quotations may be obtained on application at the Hotel Main Office, or representative will call on communicating with

TELEPHONE No. 452 CATERING DEPARTMENT
TELEPHONE No. 1673 MANAGER.

J. H. TAGGART,
Manager. [14

KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Telephone No. 373.
Tel. Address: "VICTORIA."

J. WITCHELL,
Manager. 18

THE PEAK HOTEL.

1,500 feet above sea level.

15 minutes from landing stage.

Under the Management of
MRS. BLAIR. [61

THE VICTORIA HOTEL.
CANTON.

Situated on the British Concession, Shameen.

The only European Hotel in Canton.

Guides and Chairs provided.

Every information and special attention given to Tourists.

Reasonable Rates.

Under the personal Management of Mr. and Mrs. GEO. E. EYLES. 72

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(MITSUBISHI TRADING CO.)

COAL, GENERAL IMPORTS AND EXPORTS.

Sole Proprietors of
TAKASHIMA, OCHI, MUTABE, KISHIDAKE, YOSHINOTANI, HOJO, NAMAZUTA, SAYO, SHINNEW, KANADA, KAMIYAMADA, BIBAI, OYUBARI Coal Mines.

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Agency for:—THE OSAKA MARINE AND FIRE INSURANCE CO., LTD., Osaka.

For particulars apply to—
S. SAYEKI, Manager,
No. 14, Pedder Street, Hongkong 80

MOUTRIE PIANOS

THE PIANO OF QUALITY.

Let us prove to you the superiority

of pureness of tone, responsiveness

of touch and durability of construction.

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PRICES from $425.

CASH OR EASY TERMS.

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[22-5

AERTEX CELLULAR
DAY SHIRTS

A most satisfactory shirt, being light and comfortable to wear, very absorbent, does not "cling", or strike chilly under fans.

Stocked in 3 weights in all sizes.

AERTEX CELLULAR UNDERWEAR and PYJAMAS.

MACKINTOSH

& CO., LTD.,

Men's Wear Specialists,

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[45

The "EL PALACIO" CIGARS

of distinction

Well-known for their flavour and aroma.

THE EGYPTIAN FAVOURITES

Theodore Vafiadis'

A. G. Cousis & Co.'s

CIGARETTES.

Sole Agents:

THE HONGKONG CIGAR STORE CO., LTD.,

Hotel Mansions.

Tel. 151.

[697

THE

CORONET

TO-NIGHT at 5.15 and 9.15 p.m.

FRANK KEENAN

IN

"MORE TROUBLE."

"HER PAINTED HERO."

BRITISH GAZETTE NOS. 524-525.

(President Wilson in London).

Booking at ROBINSON'S.

[125

THE BRITISH NAVY.

DISTRIBUTION OF THE FLEET.

The *Times* says: The Admiralty has drawn up a new plan for the distribution of the British Navy, by which the fleet will be divided into various squadrons for service in home and foreign waters. Based on home ports, there will be an Atlantic squadron and a Home fleet, with Admiral Sir Chas. Madden and Vice-Admiral Sir H. F. Oliver respectively in command. Vice-Admiral the Hon. Sir S. A. Gough-Calthorpe remains at Constantinople as High Commissioner, and Vice-Admiral Sir J. M. de Robeck is to have the Mediterranean command, with the *Iron Duke* as flagship. At the moment our Mediterranean fleet is being reconstituted. Rear-Admiral Alexander Sinclair has just joined it with the Sixth Light Cruiser squadron. Several battleships of the *Iron Duke* class are either on their way or under order to proceed to Malta. A West Atlantic squadron has been formed, under the command of Rear-Admiral A. F. Everett, with its base at Bermuda. When the new fleet in these waters has been finally constituted, Vice-Admiral Sir Trevelyan Napier will become Commander-in-Chief. Vice-Admiral Sir A. Duff has been appointed Commander-in-Chief of the China station. When Vice-Admiral Sir H. Heath goes to Rosyth, Vice-Admiral Sir M. E. Browning will succeed him as Second Sea Lord. Falmouth has become a naval supply base for the Cornish coast.

Although no official announcement of the fact has been made, it is understood that Vice-Admiral Sir Roger Keyes will take the Battle-cruiser Squadron for an extensive tour in foreign waters some time during the approaching summer. There is also a persistent, though so far unconfirmed, rumour that the Fifth Battle Squadron will visit America. This squadron is composed of the *Malaya*, the *Barham*, the *Warspite*, and the *Valiant*—all ships of the *Queen Elizabeth* type.

BATTLE CRUISER SQUADRON.

Vice-admiral Sir Roger Keyes has left the Dover Command to take charge of the battle-cruiser Squadron, *vice* Vice-Admiral Oliver, who goes to the Home Fleet. Vice-Admiral Keyes attained flag rank on April 10th, 1917. He has had a distinguished service career, and in the present war his record has been brilliant. His most important appointment was the command of the Dover Patrol, in connection with which he played a conspicuous part in the memorable attacks on Zeebrugge and Ostend.

THE DOVER COMMAND.

Rear-Admiral C. F. Dampier, C.M.G., who succeeds Vice-Admiral Sir Roger Keyes in the Dover Command, is 50 years of age. He was commander of the *Aurora* on the China Station in 1900 (medal).

THE AUSTRALIAN NAVY.

Commodore J. S. Dumaresq, who is to fly his flag in the battle-cruiser *Australia* on taking over the Australian Fleet command from Rear-Admiral Sir L. Halsey, has commanded the light cruiser *Sydney* since November 6th, 1917. He took part in the battle of Jutland on May 31st, 1916, and was appointed C.B. "for the very able and efficient manner in which he handled his ship throughout the action."

Rear-Admiral Sir Lionel Halsey is now acting as chairman of the Admiralty Committee recently appointed to consider the question of naval officers' pay.

INTERESTING FEATURES OF NEW LIGHT CRUISERS.

There is a handy class of light cruisers approaching completion, mounting 6-inch guns all on the centre lines and having high speed and great endurance, which seems well fitted for service in distant seas, says Mr. Gerard Fiennes in *The Observer*. They are named after the great Elizabethan captains—*Hawkins*, *Frobisher*, and so on, which also suggests that their destiny is to serve on foreign stations. They have not the bulky and roomy appearance of ships like the old *Hermione*, *Sappho*, and *Astræa*, second-class cruisers, which did us such excellent service in the China seas and on the Cape and East India stations; but they are, of course, infinitely superior to those ships in steaming and their appearance suggests that the importance of habitability has not been lost sight of in their design. The Admiralty seems to have looked ahead beyond the war in ordering them.

DEATH OF VICE-ADMIRAL LYON.

The death is announced of Vice-Admiral Herbert Lyon on Wednesday at the Diglì Hospital, Malta, from heart failure, following on tubercular disease of the lungs. Admiral Lyon during the war held the appointment of Commodore of the base escort at Malta.

As a midshipman of the *Charybdis* the deceased officer he served during the operations in the Straits of Malacca in 1874 (Perak medal and clasp), and was in charge of naval establishments at Hongkong from 1908 to 1910. On the outbreak of war Admiral Lyon had been on the retired list for some time, and not receiving any appointment in the Royal Navy, he, like about twenty other flag officers similarly situated, secured a commission in the Royal Naval Reserve. He was appointed captain on November 16th, 1914, and secured the post of commodore, 2nd class, R.N.R., in command of the base escort at Malta, where he served until his death.

VISCOUNT KATO ON KOREA.

SELF-GOVERNMENT AS A CURE FOR DISCONTENTS.

At a general meeting of the Kenseikai members in the North-East and the Hokkaido, Viscount Kato, the President of the party, delivered a long speech criticising the domestic and foreign policies of the present Cabinet.

Referring to the Korean disturbances, the ex-Foreign Minister wondered why the Japanese Press was giving such meagre information about the incidents in Korea, in spite of the fact that the question is a really grave one. He attributed this curious phenomenon either to the Government's embargo on the news or to the result of an agreement reached between the Government and the Press upon the publication of the news. While the home papers were publishing little news about the disturbances the foreign papers were giving free publicity to the events copiously. The disturbances, said the Kenseikai leader, were not of a local character, but they were started on a quite systematic scale, the whole peninsula being affected thereby. The history of the world abounded in instances of revolts by subject peoples against the yoke of the master nations. It was, of course, a very difficult thing to rule a newly-annexed nation in a way to compel hearty allegiance. With due regard for this fact, however, it was a matter of sincere regret that the Koreans, who had not created any disturbances during the 10 years of Japanese administration since the annexation, had started the present commotion. Now that the uprisings had become a reality it was imperative for all available means to be adopted to suppress them. It was likely that order would soon be restored, but it was open to doubt whether the peace thus restored would be a lasting one. The question claiming the immediate attention of the Japanese was to suppress the disturbances, but it must be remembered that the question of how to win the Koreans' hearty allegiance, which would follow the restoration of order in the peninsula, was a more important one to solve.

The best way to solve this knotty problem was to grant the Koreans self-government in due time. In other words while they should remain the subjects of the Emperor of Japan they should be given autonomous rights so that they could rid themselves of their present subservient position. It was superfluous to say that when and how self-government should be granted the Koreans deserved careful study. The Formosans ought to be treated in a similar manner. The hearty allegiance of the Colonial people could not be secured by regarding and treating them as a tool for bringing benefits to Japan, and it could be obtained by disseminating Japanese civilisation among them, and causing them to bask in the benefits of Japanese rule as subjects of the Emperor of Japan.

DEMOBILISED MEN FROM THE FAR EAST.

WAITING FOR OPPORTUNITIES TO RETURN.

The *L. and C. Express* writing on April 3rd says:—

"We still hear many complaints that the demobilised men who came from the Far East and other parts of the overseas territories have to wait for long periods before their turn arrives for repatriation. Many have cut the Government passage, and gone back at their own expense; but this is a course that they should not be forced into. The greater number have posts or appointments to return to, and they naturally want to take them up again as soon as possible, especially as the question of pay must enter largely into the problem. Pay ceases on demobilisation, and until they again take up their appointments it does not commence from that end. The case of many who patriotically came home at their own expense to serve, and now are refused a refund, is also hard. Some apparently in this class have recovered, and some are denied. In connection with this subject also we hear that many temporary officers with the Chinese Labour Force—men from China and the Straits—want to return, but cannot get demobilised. Probably the best course would be to disband the whole of this force, and return the men to China. Here, again, it is lack of shipping accommodation that prevents such a course being speedily carried out, as is the case with so many who are due for repatriation. There are not ships enough to go round, and the fact that the Government requisitions such a considerable percentage of the passenger accommodation on each vessel makes it very hard lines for the civilian passenger whose business calls him Eastward. Anyway, the Government might at least give temporary pay to those demobilised pending the time that they are repatriated. Economies could better be made in the huge staffs employed at such enormous expense in many Government Departments in the country. The number so retained and the money expended constitute a positive scandal, in addition to the heavy burden on the country."

AUSTRALIAN DEFIANCE OF THE SHIPPING RING.

Mr. Poynton, Acting Minister for the Australian Navy, stated recently that the Government did not intend to sell its ships, nor would it sit down and quietly allow a combine to act detrimentally to the primary producers. "It would be madness," he says, "for any Government to allow itself to be bluffed or squeezed by any ring."

Mr. Poynton expressed the belief that Australian merchants would show a more patriotic spirit than appeared from the cabled statement that British shippers had decided with practical unanimity to use the ring's vessels.

CHINA AND SHANTUNG.

MASS MEETINGS AT SHANGHAI.

The decision of the Shanghai Defence Commissioner not to interfere with the mass meeting and procession of students and merchants through the native city in protest against Japanese claims regarding Kiaochow has caused a favourable impression, especially in view of the fact that instructions have been received from Peking to suppress such meetings.

Magistrate Shen, not knowing exactly what to do, applied to the Commissioner for instructions. He was told that a demonstration of this kind was to be expected, and that it would not do to interfere. At the same time he is believed to have wired to Peking to say how indignant the people of the South are regarding the attitude of Japan, and that every means should be used to secure the unconditional restoration of Tsingtau to China.

The mass meeting started from the grounds of the National Public Recreation Ground outside of West Gate, and afterwards all the students and merchants formed a procession to march round the old city. Only short speeches were delivered, but the students were thoroughly instructed as to the aim of the meeting, namely to remind them of the humiliation imposed on China by the "21 demands" and the time which has come to wipe out that humiliation.

Both meetings also decided to wire to the Chinese delegates in Paris as well as to the British, American, French and other delegates to support the just claims of China.

The Internal Peace Conference will also be asked to take energetic steps for the same purpose. Peking will be urgently advised not to treat harshly the students in Peking for raiding Tsao Ju-lin's house and beating Chang Tsung-hsiang.

PUNISHMENT OF TSAO JU-LIN DEMANDED.

The merchants went a step further. They demand that the students should be released, as they were prompted by true patriotism, but Tsao Ju-lin and others who are responsible for the selling of China's vital interests to Japan, should be severely punished. They would also demand an immediate settlement of the internal questions by the Internal Peace Conference in Shanghai so that the country may be united in dealing with a foreign foe. Great emphasis was laid on the fact that the meeting was to be the beginning and not the end of Shanghai's effort to fight Japan. A boycott of Japanese goods will be started if satisfaction cannot be secured by other means.

CAMBRIDGE UNIVERSITY SUPPORTS CHINA.

At a meeting held at the University Arms Hotel, the Cambridge University Anglo-Chinese Society was resuscitated. Professor H. A. Giles, President of the Society, took the chair, and among those present were the Vice-Chancellor, the Master of Selwyn College, the Headmaster of the Leys School, and a number of Chinese students and representatives from London, Edinburgh and Leeds. Letters of sympathy were received from several Heads of Houses and others who were unable to be present.

The following resolution was carried unanimously: "That this meeting, in view of the gravity for China of the diplomatic position, wishes to express its sympathy with and unreserved support for China's legitimate and just claims to rid herself of the suicidal obligations imposed by force and intimidation during the last four years, in the form of treaties, conventions and agreements, secret or published, which impair her sovereignty and integrity, in direct opposition to the new order of things established by the League of Nations."

The resolution was sent to the Paris Peace Conference.

PROBLEMS OF RECONSTRUCTION.

Lord Balfour of Burleigh spoke to the members of the Delphian Coterie on some problems of reconstruction, on March 11th. There were, he said, great problems awaiting solution. Some of the difficulties they were experiencing were associated with labour questions; some were financial, but they might all have been advanced had they had some more definite and determined lead by the Government. The demands of labour were very emphatic; sometimes they were put forward in an unduly urgent and violent manner, but if we were to satisfy them we would have to make reform and changes in many directions. Our sheet-anchor must be a maximum of production, but there must also be a restoration of confidence between capital and labour. Trade union rules should be restored, and there must be a frankness which will enable all classes to speak without fear or reserve. If there be want of confidence there would be unemployment, and with unemployment there could not be the necessary production. It was important that arguments should be carefully considered before being put forward. The conlowners were probably suffering from not having realised this fact. Lord Balfour proceeded to point to the differences between German and English industrial methods before the war as given in the report of the committee over which he presided, and emphasised the need of adopting the recommendations made therein. Especially did he advocate the reorganisation of our whole system of industrial combines. This, he claimed would bring about great economies, would facilitate judicious standardisation, and further national prosperity.

THE CHINESE LABOUR FORCE

SOME CRITICISMS.

The Rev. Frederick Jones has an article in "The East and the West" entitled "Among the Labour Groups in France." Mr. Jones has been in Shantung in connection with the S.P.G. for twenty years, and has been Principal of the training college at Chefoo. At the request of the British Government he accompanied the Chinese contingent to France. After commenting on work done amongst the groups by the Y.M.C.A., which had over a hundred huts for work amongst them, he has some criticisms of the members of the Labour Force. He writes:—

What is surprising is the strange contrast between the general bearing of the Chinese in France and that presented by them when at home. It is amazing to note the overbearing arrogance, discourtesy and discontent manifested by men who, in their own country, regard politeness almost as a religion and whose usual bearing there is docility incarnate. How these features have been acquired it is possible to explain, but suffice it to say that the general impression conveyed by their display is to misrepresent what the Chinese really are, and to create a deplorable prejudice in the minds of those who witness the phenomena. On the other hand, there is no doubt that these Chinese retain unaltered what are really characteristic features of this people—the vices of inveterate gambling, petty thieving and prevarication. In view of the excellent privileges they enjoy—good food and plenty, generous wages, and complete equipment of clothing and accommodation, adequate leisure and individual liberty—it is a revelation to hear nothing but discontented grumbling at their lot, abuse of the superiors, and innuendoes about their having been deceived by the authorities who brought them here.

Again, in regard to the disinterested and most devoted efforts of the Y.M.C.A., remarks are made by the Chinese touching the excellent business the Association is doing at their expense, the prices charged for purchases—which prices are actually extremely favourable in view of the difficulties of supply—and the general exploitation of which they consider themselves the victims. These are strange phenomena in a people who are usually (in their own land) a most patient and long suffering race, and can only be explained by the abnormal conditions in which they are placed, the favourable way in which they are treated, and the innate Chinese suspicion of all that is not native to them.

TRADE AND THE WAR.

JAPANESE COMPETITION.

The commission from the Chambers of Commerce of Japan, which is in Holland, is visiting The Hague, Amsterdam, and Rotterdam, says the *L. and C. Express* of April 3rd. In the course of an interview, M. Yamashina, a member of the delegation, stated that the cost of production had risen so considerably in Europe that the time was considered ripe for Japan to make every effort to secure a prominent place as a manufacturing and export country. With regard to the commercial relations between Japan and the Dutch Indies, the greatest interest, he said, centred in sugar planting. Although Japan herself grew sugar in Formosa, this industry could not be extended without considerable outlay, and as the production of Formosa was insufficient to meet the Japanese demand the Dutch Indies were regarded as an adequate supplementary source. For this reason the Japanese were acquiring as many Dutch Indian sugar factories as they could get hold of.

FROM BLUEJACKET TO CAPTAIN.

A REMARKABLE RECORD.

Believed to be the first bluejacket in the British Navy to become Captain, Acting-Captain T. J. S. Lyne has been given the substantive rank of captain. The promotion is for special war service.

Thomas John Spence Lyne entered the Navy as a boy, and later qualified as a warrant officer in the gunnery branch. In the South African War he commanded No. 60 torpedo-boat, a patrol and despatch runner on the west coast of Cape Colony. His enterprise in bringing the vessel into port after its propeller shaft had been broken gained for him an urgent recommendation for promotion to the rank of lieutenant.

Since receiving his commission Captain Lyne did fine work on Chinese rivers, being thanked by the Admiralty for his surveying and other work. His directions for the navigation of several rivers are official publications. He was promoted commander in September 1912. On the outbreak of war he was appointed to H.M.S. *Ganges* at Harwich for special service. It is for this service that he has been made captain.

No other ranker in the Navy, it is stated, has become a commander on the active list.

THE BANVARD AMERICAN COMEDY COMPANY.

"OH PAPA."

The Banvard American Comedy Company delighted a large gathering of young people at the matinee performance of "Oh Papa" at the Theatre Royal yesterday. At night also the theatre was packed and the bookings for the remaining performances are very heavy. The Banvards are certainly meeting with "some" reception.

"Oh Papa" will be repeated this evening.

HONGKONG GENERAL CHAMBER OF COMMERCE.

CHINESE LANGUAGE SCHOOL.

Mr. E. A. M. Williams, the Secretary of the Hongkong General Chamber of Commerce, writes:—

"I have pleasure in attaching hereto a copy of Dr. Pearce's report in connection with the first Final Examination of pupils of the Advanced Class.

It may be recalled that the School opened in November, 1916, with 40 students. Owing to the interchange of staffs on the coast and depletion consequent upon war conditions, only 5 of the original members have presented themselves for the Final Examination.

Since the original class started, new classes have been opened and no doubt these in time will turn out proficient students, but even taking into consideration war conditions, the falling off in attendance is disappointing, and is deserving of serious attention by those firms who are convinced, as my Committee is, that a knowledge of the vernacular is not only desirable in the case of those who have something to sell to the Chinese, but in the coming days of increasingly keen competition, may become an essential part of the qualifications of a commercial man.

The study of any Chinese dialect undoubtedly means hard work and much sacrifice of time, both business and leisure, but the reward is great for the firm and should be made so for the employee.

Now that so many young men are arriving in the Colony, some to rejoin their old firms, and still more who are making their first acquaintance with the Far East, it behoves employers to make it a condition of service that their employees should study the language.

The names of those who have successfully passed their examination and obtained certificates of proficiency are:—Messrs. A. K. MacKenzie (Messrs. Reiss & Co.), F. Bevington and K. S. Morrison (Messrs. Bradley & Co., Ltd.), D. K. Moss and A. W. Smith (Messrs. Alex. Ross & Co.), and my Committee feel that the occasion is one worthy of mutual congratulation and publicity.

As a matter of general interest, I would point out that the standard of efficiency attained by the Chamber's pupils is believed to be considerably higher than any standard, generally speaking, which the Germans obtained of the spoken language. No doubt there were many Germans of distinguished linguistic ability, but the reputation enjoyed by the bulk of those who professed to speak the language, was founded on a very slender and elementary knowledge."

DIRECTOR'S REPORT.

The Director of Studies (Dr. Pearce) submits, for the information of the Chamber, the following report.

An examination, determining the issue of certificates, was held on Saturday, 12th April, in the Language School Room, Mr. N. G. Nolan, Chief Interpreter, Supreme Court, Hongkong, being the examiner.

Five members of the class: Messrs. A. K. Mackenzie, F. Bevington, K. S. Morrison, D. K. Moss and A. W. Smith, presented themselves.

The standard of proficiency, set forth in the syllabus of the School, as the condition of obtaining a certificate, viz. "Ability to transact in the Cantonese language, all ordinary business, with facility, safety and assurance", was adjudged to be sufficiently attained by each pupil. The five, under reference, were accordingly passed for certificates by the independent examiner.

The Director of Studies desires to add an expression of his personal satisfaction with the work of the class and the results of the examination.

Referring to the death of Capt. Harold Ernest Blunt, M.C., Sussex Yeomanry, which was reported some time since, the *L. and C. Express* says, "Capt. Blunt was for eight years in China with the Hongkong and Shanghai Bank. He was a qualified interpreter in Chinese, and was well-known in Peking. After being promoted captain in 1915, he reverted to second lieutenant in 1916 on volunteering for service overseas. He was later on again promoted captain. Joining his regiment in Egypt, he served with it throughout the Palestine campaign, in which he was wounded, and afterwards with it on the Western front from May, 1917, till his death. He earned his M.C. in Palestine for an act of gallantry on patrol. A correspondent writes:—"Father' Blunt (as he was generally called) will be much missed by the large number of his friends in the Army, who were attracted to him by his courage, straightness, and devotion to duty. He possessed remarkable influence over his fellow-men." "The whole regiment recognised him for what he was, a very great gentleman, and never was he found wanting at the call." Capt. Blunt married in July, 1916, his cousin, Kathleen H. Blunt, daughter of the late Colonel F. C. Blunt, of Ryde, Isle of Wight.

COMPANY REPORTS.

BRITISH TRADERS' INSURANCE CO., LTD.

The report of the Directors of the British Traders Insurance Co., Ltd., for presentation to the shareholders at the 53rd ordinary meeting on May 22nd, states:—

The Board has now to lay before the shareholders a balance-sheet containing a summary of the property and liabilities of the Company on the 31st December, 1918, and a statement of accounts, together with the sterling equivalents, to the same date.

1917 Account.—After payment of the *interim* dividend of $6 per share and the bonus of 20 per cent. to contributors passed at the last annual meeting, there remains a balance of $1,381,208.72, as per annexed statement.

The Board recommends that this sum be appropriated as follows:—

A final dividend to shareholders of $8 per share on 24,000 shares	$ 192,000.00
An addition to reserve fund of £5,208 6s. 8d. at exchange 3s. 4 7-16d. in order to bring the fund, after conversion of the silver reserve fund into sterling at exchange 3s. 4 7-16d., up to £105,000	30,911.00
An addition to the reinsurance fund of £120,000 at exchange 3s. 4 7-16d.	712,210.20
To write off leasehold property account £5,000 at exchange 3s. 4 7-16d.	29,675.40
To be carried forward to underwriting suspense account to close the account for the year '017	816,411.20
	$1,581,208.72

1918 Account.—The balance of working account on the 31st December, 1918, was $2,988,102.41, as per annexed statement.

The Board recommends that an *interim* dividend of $6 per share be paid to shareholders, absorbing $144,000, and that a bonus of 20 per cent. be paid to contributors, absorbing about $125,000, and that the remainder be carried forward.

Since the last general meeting, Mr. G. E. Edkins resigned his seat on the Board of Directors, on leaving the Colony, and Mr. R. Ross Thomson, of Messrs. Butterfield & Swire, has joined the Board.

In accordance with Clause 79 of the Articles of Association, Mr. A. O. Lang and Mr. J. A. Plummer retire, but offer themselves for re-election.

CHINA FIRE INSURANCE CO., LTD.

The Directors' report for presentation to the shareholders at the 50th ordinary meeting, to be held on May 22nd, states:—

1917 Account.—This account shows a net profit on working of $452,600.13, which sum it is proposed to apportion as follows:—

Dividend of $7 and bonus of $2 per share on 20,000 shares	$ 180,000.00
To add to reinsurance fund $130,000	130,000.00
To write off furniture account	1,425.00
To carry forward to underwriting suspense account	141,175.13
	$ 452,600.13

1918 Account.—The balance at credit of this account is $1,083,677.09

Mr. A. O. Lang and Mr. J. A. Plummer retire by rotation and, being eligible, offer themselves for re-election.

A LEAD TO HONGKONG UNIVERSITY.

There are about to be submitted to the Senate of the University of London, in the interests of demobilized officers and men, of released war-workers and other persons, proposals for starting next session within the University a special two years' course of comprehensive study for intending journalists, and for instituting a University diploma in journalism to be awarded after examination to students taking the special course.

The proposals have been drafted by a Committee formed of leading members of the University of London under the chairmanship of Prof. Sir Sidney Lee, Dean of the Faculty of Arts, in conference with the chief officers of the Institute of Journalists, and representatives of the Appointments Department of the Ministry of Labour and of the Board of Education.

HIGHWAYS MADE OF RUBBER.

The Southwark Council is to allow a new rubber company to experiment on 400 yards of Borough High-street with a patent rubber paving block for which great claims are being made as compared either with stone or wood paving setts.

A GOVERNOR ON CONSTITUTIONAL REFORM.

SIR ARTHUR YOUNG'S VIEWS.

Sir Arthur Young, High Commissioner of the F.M.S., made some interesting remarks on Council representation, at a farewell dinner given to him recently at Kuala Lumpur, by the F.M.S. Chamber of Commerce.

The Chairman (the Hon. Mr. H. P. Clodd), said, *inter alia*: There are two matters of importance which I would desire to ventilate on this occasion. At the recent annual meeting of the Chamber of Commerce, I drew attention to the advantage which would result, if the Colonial Office could be induced to appoint an Advisory Committee on Malayan matters, that committee to be composed of ex-officials and non-officials from this country. There must be many occasions when the particular officials of the Colonial Office, in whose care Malayan affairs are placed, must need expert advice, and there must be also occasions when the Government of this country must feel it would be an advantage to have men at home knowing this country who could put the Colonial Office wise, to use an Americanism, when ideas are at variance.

The second matter is one on which comment has been insistent, particularly of late, namely, the recognition by the Government of the right of representative public bodies to the nomination of members to the Federal Council. I can assure you, sir, this is a matter on which this Chamber, and I believe other public bodies, feel strongly. You have often said that Government welcomes criticism of the right kind, but that criticism would be encouraged and strengthened if it were backed with the knowledge that certain public bodies have the right to a share in the Government. This Chamber is established for the protection of a particular interest, but we are not limited in views, and our actions and advice are at all times stimulated by the desire to consider the general welfare of the country. A true conception of this view we know must strengthen the claim of this Chamber upon the Government.

In the course of a long speech, Sir Arthur Young replied:—I see that the Chairman has referred to the representation of recognised public bodies on the Federal Council. Well, friends differ frequently, and I daresay what I am going to say now will not meet with the views of the Chairman and many of my friends that I see before me. I am not a Radical—(laughter and applause)—but I will say this much. If a person owns a county in Great Britain, or if he owns only a square foot, I consider he should have one vote and one vote only and that has been now adopted in England. How many recognised bodies are there in the F.M.S.? The Chairman has told us there should be representation by recognised public bodies. Has he given us any good reason for the change? My view is that there should be no more representation given to a rich body than there should be given to a poor body (Hear, hear and applause.) Have the Government made mistakes, has it been shown that they have made mistakes in the appointment of members of the Federal Council? I believe the public are satisfied. I am sure that they are satisfied with the appointments that have been made.

Now in my opinion there is always a desire for a change. As an instance, take the Municipal Commission at Singapore. When I arrived in the Colony I found that members of the Municipal Commission in Singapore were elected. Then there was a clamour against their being elected, and the Government were asked to appoint them. I did not wish the Government to take the responsibility of appointing members, but I assented to it, and, so far as I know and believe, we have appointed members who have been satisfactory and the best that could have been appointed to that Commission. And now I understand they again want a change. (Laughter.) It is the desire for a change, and nothing else, in my opinion. I believe myself it is far better to leave it to the Government. (Laughter.) Why should rich public bodies have preference over poor public bodies? I do not see it, and never will. Perhaps my successor will have different views.

CANTON NEWS.

CANTON, May 15th.

TRAMWAY CONSTRUCTION.

With reference to the construction of a tramway on the new roads in the city, a Chinese merchant has offered to do the work for one-and-a-half-million dollars. The Municipal Council has agreed to give him the contract if no better offer is received within the next fortnight.

THE KWANGSI CIVIL GOVERNOR.

Chan Ping-kwan, the Civil Governor of Kwangsi, has gone to inspect the troops and the defensive works in Wuchow, Lauchow, and other places. He will return to his office after two or three weeks.

ENEMY SUBJECTS.

The deportation bureau in Canton has reported that eleven enemy subjects—missionaries, women and children—who have been exempted from deportation are in Canton. They will be sent back to the places from where they were brought to Canton, and will be kept under surveillance by the local authorities.

THE SHANGHAI CONFERENCE.

Messages from Shanghai state that the Shanghai conference may possibly be suspended again, as the questions which the Southern envoys proposed for discussion at yesterday's sitting were rejected by the Northern envoys. The sitting broke up, and the envoys of both sides have tendered their resignations to the Canton and Peking Governments respectively.

ALLEGED FORGING OF A DEED.

WEALTHY CHINESE WOMAN CHARGED.

A case which created a great deal of interest among the wealthier class of Chinese was heard by Mr. R. E. Lindsell, at the Magistracy, yesterday, when Leung Wai Ching, a woman of smart appearance, was charged with: (1) abetting and procuring some person unknown to forge an indenture of mortgage, dated June 19th, 1918, purporting to be made between one Ip Sze To Shi, the complainant, a Chinese woman, and Shui Tat Hin, and disposing of same knowing it to be forged; and (2) abetting, counselling, and procuring some person unknown to forge a deed poll, dated June 18th, purporting it to be a Power of Attorney from one Ip Sze To Shi, to the defendant, and trying to dispose of the same knowing it to be forged, contrary to Sections 22 and 49 of Ordinance No. 4 of 1865.

Mr. E. E. Davidson prosecuted and Mr. W. E. L. Shenton appeared for the defence.

Mr. Davidson made a long statement to the effect that complainant bought a property for $10,000, the money being left her by her husband, and subsequently mortgaged it to a Mr. Soares for $3,000. The defendant, who is a relative of the complainant, is alleged to have persuaded another woman to impersonate complainant and by this means to have executed another mortgage on the same property for $8,500. It is said that defendant represented to the second mortgagee that she held a Power of Attorney from complainant.

The case was adjourned till this afternoon.

PURSE SNATCHING.

At the Magistracy, yesterday, before Mr. R. E. Lindsell, a Chinese was charged with snatching a purse, containing $33, from another Chinese.

Complainant stated that after changing some money he was walking along Morrison Road, when he feel a tug at his left coat-pocket. Turning round, he noticed defendant running away. When complainant searched his pockets he found the purse missing, and immediately went after the snatcher. While pursuing the man, he noticed him passing the notes to another man, who disappeared. After a long chase he managed to arrest defendant, who turned out to be a wily customer. Defendant struggled with the complainant and, slipping off his coat, which was left in complainant's hand, he made his escape in the direction of the tram-lines. Here he was arrested by an Indian constable.

Defendant accused complainant of striking him, but this was denied.

Defendant stated that he was walking along the road when complainant assaulted him.

Inspector Boulger: Some of these men ask for trouble by carrying their money in their breast-pockets.

Mr. Lindsell: Yes, they are absolutely careless. They can put their money in their side-pockets.

Defendant was sentenced to six months' hard labour.

UNLAWFUL POSSESSION OF ELECTRIC BULBS.

At the Magistracy, yesterday, before Mr. R. E. Lindsell, a Chinese was charged with being in unlawful possession of three electric bulbs.

Defendant said the bulbs had been given to him by a shop-keeper who had since closed his establishment.

"You carried the bulbs all that time?" queried the Magistrate.

"Yes," replied witness, "I intended to take them to a friend, but forgot."

Inspector Boulger told the Magistrate that a pair of nippers were found on defendant, and the electric wires looked freshly cut.

Mr. Lindsell fined defendant $25, with the alternative of a month's imprisonment.

WEARING A WOMAN'S TROUSERS.

At the Magistracy, yesterday, before Mr. R. E. Lindsell, a Chinese was charged with stealing a pair of woman's trousers.

Defendant was arrested wearing the trousers.

Asked if he had a previous conviction against him, defendant replied that he served six weeks' imprisonment three years ago for an offence which he never committed.

Mr. Lindsell remarked that the Magistrate had thought otherwise, and fined defendant $50, with the alternative of two months' hard labour.

"A PEST TO EVERYBODY."

At the Magistracy, yesterday, before Mr. R. O. Hutchison, a Chinese youth was charged with stealing a quantity of clothing.

Inspector Macdonald stated that defendant was a pest to everybody. He had been convicted on two previous occasions. In this instance the boy attacked a woman and stole the clothing. The Police asked for heavy punishment as a warning to other boys similarly minded.

Defendant was sentenced to six months hard labour.

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Hongkong, March 3rd, 1919. [429

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MANUFACTURER (English) Shirts, Caps, Women's & Children's Overalls &c., invites correspondence from Established Agent. To avoid delay, please state full particulars of Commission required &c., and usual terms of doing Business. "Address "Z.N. 948" Deacons' Advertisement Offices, Leadenhall St. London, England. [761

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP CO., LTD., AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's steamer "TEUCER."

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after May 15th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods, remaining undelivered after May 21st, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before June 4th, or they will not be recognised.

No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, May 15th, 1919. [762

STAMPS BOUGHT.

All Sorts of Postage, Revenue and Telegraph Stamps purchased in large quantities.
Cash per return mail.
H. ROSS-SHIELLS & CO.,
4, Eldon Street, London, E.C.2. England.
(Bankers: National Provincial & Union Bank of England). [306

TO LET.

THE COTTAGE, Barker Road. To be let furnished from May 15th.
Apply—
DENISON, RAM & GIBBS. [755

TO LET.

NO. 4, BROADWOOD ROAD, Unfurnished.
No. 5, BROADWOOD ROAD, Furnished.
For particulars apply to—
GEO. K. HALL BRUTTON & Co.,
York Building,
Chater Road, Hongkong. [751

TO LET.

AT the PEAK, with immediate possession, No. 3, MOUNTAIN VIEW, Furnished or Unfurnished.
Apply to—
H. E. POLLOCK,
Supreme Court. [735

TO LET (UNFURNISHED).

NO. 10, MOUNTAIN VIEW, PEAK, from June 1st, 1919, in excellent condition.
Address— "A. B.,"
Care of "Daily Press" Office. [669

TO LET.

NO. 102, THE PEAK, 6-Roomed House at the Peak.
Apply to—
PERCY SMITH SETH & FLEMING [522

TO LET.

A FLAT in Nathan Road, Kowloon
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings [81

THE PEAK.

FOR SALE A FIVE-ROOMED Residence.
For particulars apply to— "X.Y.Z."
Care of "Daily Press" Office. [434

INTIMATIONS

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTIETH ORDINARY GENERAL MEETING will be held at the Company's Offices, St. George's Buildings, on SATURDAY, MAY 17TH, 1919, at 11.30 A.M., for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 28th February, 1919, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd May, to the 17th May, 1919, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, April 28th, 1919. [690

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-EIGHTH ORDINARY YEARLY MEETING of SHAREHOLDERS will be held at the Offices of the Undersigned on WEDNESDAY, MAY 21ST, 1919, at 11.30 A.M.

The TRANSFER BOOKS and REGISTER of Members of the Company will be CLOSED from the 7th May to the 21st May, both days inclusive.

Immediately after the above-mentioned Meeting the General Agents in pursuance of Article 17 of the Company's Articles purpose to ask the Consulting Committee to sanction a call of $50 per share in respect of the monies unpaid on the shares held by members of the Company.

At the same time the General Agents will also, under Article 104 (p), ask for the sanction of the Consulting Committee to the payment of a Special Dividend of $50 per Share (payable immediately after the call) out of the Reserve Fund.

Should these sanctions be obtained the Transfer Books and Register of Members will be closed for an additional 14 days, i.e., until and including the 4th June, 1919.

JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, April 30th 1919. [705

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-SIXTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, Nos. 3 and 4 Queen's Buildings, Hongkong, on THURSDAY, MAY 22ND, 1919, at NOON, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1918, and of declaring Dividends etc.

The TRANSFER BOOKS of the Society will be CLOSED from May 12th to May 22nd, both days inclusive.

By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hongkong, May 9th, 1919. [736

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTIETH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4, Queen's Buildings, on THURSDAY, MAY 22ND, 1919, at 12.30 P.M., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1918, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from May 12th to May 22nd, both days inclusive.

By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hongkong, May 9th, 1919. [738

BRITISH TRADERS' INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-THIRD ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4, Queen's Buildings, Hongkong, on THURSDAY, MAY 22ND, 1919, at 12.45 P.M., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1918, and of declaring dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from May 12th to May 22nd, both days inclusive.

By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hongkong, May 9th, 1919. [737

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY-FOURTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the HONGKONG HOTEL, Hongkong, on FRIDAY, the 23rd day of MAY, 1919, at Noon, for the purpose of receiving the the Report of the General Managers together with a Statement of Accounts to the 31st, December, 1918.

The REGISTER OF SHARES of the Company will be CLOSED from MONDAY, the 19th day of May to Monday, the 26th day of May, 1919, both days inclusive, during which period no Transfer of Shares can be Registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, May 12th, 1919. [748

Cables: Satinette, Rand, London. Code: A.B.C. 5th.
J. W. BIGGS,
Enquiries for British Goods and Buying Agencies.
CAN OFFER IMMEDIATELY SOLE AGENCIES FOR VARIOUS COMMODITIES.
REGENCY HOUSE, WARWICK ST., REGENT ST., LONDON, W. 1. [601

INTIMATIONS

HONGKONG POLO CLUB.

EMPIRE DAY.

A POLO CLUB GYMKHANA will be held at the RACE COURSE, Happy Valley (by kind permission of the Stewards of the Hongkong Jockey Club) on SATURDAY, MAY 24TH, at 4 P.M. (Weather permitting). Entrance $1.00 (including Tea). Children under 12 half price.

Events open to all Ladies and Gentlemen who ride.

Entries close at NOON on MONDAY, MAY 19TH.

Programmes and Entry Forms may be obtained from
The Secretary, HONGKONG CLUB.
The JOCKEY CLUB STABLES.
The Hon. Sec. POLICE RESERVE HEADQUARTERS CLUB.
and Mr. S. E. GRIMSTONE,
Hon. Sec. HONGKONG POLO CLUB.
c/o MESSRS JARDINE, MATHESON & Co., LTD. [753

HONGKONG AND SOUTH CHINA WAR SAVINGS ASSOCIATION.

NOTICE.

WE beg to announce that all Straits Settlements War Loan taken up by this Association for its Members has now been exhausted. All moneys paid in to this Association will, in future be invested in British War Loan bearing interest at 5 per cent. per annum.

UNION INSURANCE SOCIETY OF CANTON, LTD.
Hon. Secretary. [739

A. G. DA ROCHA,

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2932.

FAVOURED with instructions from The Concerned,
will sell by Public Auction on SATURDAY, May 17th, 1919, at 2.30 P.M., at his Sales Room

USEFUL HOUSEHOLD FURNITURE AND EFFECTS,
Comprising:—
Blackwood Furniture, Teakwood Mirror-door Wardrobes, Chest of Drawers, Clocks, Carpets, Rugs, Easy Chairs, Overmantels, Dining and Card Tables, Single and Double Bedsteads, Curtains, Brass Figures, Knives, Forks, Spoons, Glass and Crockery Wares, Vases, Bowls, Electric Fans, Typewriters, Piano and a lot of Sundries.
TERMS:—Cash on Delivery.
Hongkong, May 14th, 1919. [284

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2912.

FAVOURED with instructions from Messrs. WING SUN & Co., TAILORS, will sell by Public Auction, on MONDAY, May 19th, 1919, at 11 A.M., at their shop No. 71, Queen's Road Central.

A QUANTITY OF MISCELLANEOUS GOODS,
And all the Shop Furniture and Fittings.
TERMS:—Cash on Delivery.
Hongkong, May 16th, 1919.

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2932.

FAVOURED with instructions from The Concerned,
will sell by Public Auction on MONDAY, May 19th, at 2.30 P.M., at his Sales Room,

A QUANTITY OF SHIPCHANDLERS' AND MISCELLANEOUS GOODS.

TERMS—Cash on Delivery.
Hongkong, May 16th, 1919.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

On WEDNESDAY
May 21st, 1919, at Noon, at his Sales Rooms, Duddell Street.

The Wreck of the S.S. "CHIYO M as she now lies off the Lema Islands.

TERMS:—Cash on fall of the hammer, when vessel will be at purchaser's risk.
GEO. P. LAMMERT,
Auctioneer. [730

G. R.

NOTICE.

ALL PERSONS, with the exception of those of Chinese race desiring to leave the Colony should apply in person between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily, at the PASS OFFICE, POST OFFICE BUILDING.

Applicants will be required to produce Passports or identification papers.

All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1916.

Forms of Registration, giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding $50. 40

INTIMATION

TWO

DELICIOUS

AND

REFRESHING

SUMMER DRINKS

WATSON'S

LEMON

SQUASH

AND

LIME FRUIT

CHAMPAGNE.

A. S. WATSON & CO.,
LIMITED.
ÆRATED WATER MANUFACTURERS
TEL. 436. [19

BIRTH

EVANS.—At the European Hospital, Kuala Lumper, Fed. Malay States, on May 5th, to Mr. and Mrs. J. P. EVANS, a son. [759

ACKNOWLEDGMENT.

Mr. and Mrs. P. Prata and family desire to thank their numerous friends for their kind sympathy and floral tributes sent on the occasion of their recent sad bereavement. [758

HONGKONG OFFICE: 10A, DES VŒUX ROAD, C.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 16TH, 1919.

THE AFGHAN RISING.

IT has always been a favourite device of embarrassed rulers to provoke war with some other nation as a means of uniting their own subjects. This appears to be the explanation of the criminally foolish attack of the new AMIR of Afghanistan, AMANULLAH KHAN, upon the Empire of India. When the late AMIR was found murdered in his tent on a shooting expedition, recently, his brother, NASRULLAH KHAN, assumed control of affairs with the concurrence of the eldest son, but the third son, AMANULLAH KHAN, who was acting as Governor of Kabul at the time, laid claim to the throne as the first son of the blood royal. Both claimants had their supporters, but, finding that the Army had been bought over by his rival, the uncle abdicated and was cast into prison, together with AMANULLAH KHAN's two elder brothers and the Commander-in-Chief. Here, it is said, they were offered their liberty if they would lead their forces against India, but they refused. Fearing rebellion, the new AMIR, a young man who has never been outside his own country, has embarked upon his present perilous adventure in the hope of smothering internal dissensions. In taking this course he is reversing the policy of his two predecessors, who maintained friendly relations with the British Government. By Treaty they agreed to leave the control of Afghanistan's external relations to the British on the understanding that there was no interference with internal affairs and that aid would be given to repel any unprovoked foreign aggression on Afghan Dominions. The late AMIR, who imbibed very progressive ideas as the result of a visit to the Viceroy of India, determined to rid his country of the fanatical and anti-foreign elements. In common with the AGA KHAN, he aimed at forming a congeries of federated Mahommedan States, friendly to India, in Central Asia. He was an enthusiastic road-builder, and so improved communications between Afghanistan and India that with a little patching up the road from Kabul to Peshawar allowed the journey to be made in a single day by motor-car. He was contemplating the installation of a complete system of wireless telegraphy throughout the State, so as to provide rapid means of communication without exposing poles and wires to the predatory instincts of the tribesmen. He was anxious to establish hydro-electric installations in order to economise the terribly scanty supply of fuel. During the war he had to receive Turkish, German and Austrian emissaries, but he kept them in harmless play until it was safe to dismiss them. As the result of his prudence and foresight, his moral and material position was greatly enhanced by the decisive victory of the Allies over Germany and her satellites. It is not open to doubt that it was an appreciation of his increasing strength which drove his opponents to the despicable course of assassination in order to remove him from their path. It is significant that the Viceroy of India describes the present breach of faith as "the long-delayed efforts of the friends of Germany," who failed in their attempts to seduce the late AMIR, and that Mr. McLOUGHLIN, the last European to reach India from Afghanistan, declares that "the Bolshevists have taken a big part in the war movement." These views are supported by the AMIR's statement that Germany is about to re-commence hostilities and that the English have been destroyed. His venture, of course, is foredoomed to failure, like those which have preceded it, and we hope, for the sake of all concerned, that it will be crushed speedily. The Afghan Army is said to number between 50,000 and 60,000 men, but the late AMIR estimated that, under the system of conscription which he introduced, it was capable of expansion to one million. Cannon, rifles, and ammunition are manufactured at the Kabul arsenal, and large numbers of weapons have been smuggled from the Persian Gulf. From a military point of view, however, the Afghan Army is not worth much; the real military strength of Afghanistan lies in the rugged and inhospitable nature of the country, the difficulties of transport, and in the capacity and aptitude of its inhabitants for guerilla warfare. With the advantage of modern equipment, however, the situation is very different from that which had to be faced by the British in 1838 and 1878. Fortunately, too, the loyalty of the independent tribes is not in question. Nor need we doubt the attitude of India, which has been falsely represented by the AMIR, for his own ends, as in a state of revolution that may re-act upon Afghanistan. The unifying effect of war is more likely to be manifested in India than in Afghanistan. "The sorrowful effect of past invasions from the frontier," which the Viceroy recalls, may be forgotten by the present generation living in peace and security under the protection of the British flag, but it was the aggressive acts of neighbouring native chieftains which forced upon us the gradual extension of territory under our dominion and called forth some of the most dazzling exploits in the annals of our military history. "A succession of ferocious invaders," writes MACAULAY, "descended through the western passes to prey upon the defenceless wealth of Hindustan." A Persian conqueror sacked Delhi, the seat of the Emperor, and carried off booty to the value of thirty-two millions sterling. The destroying hosts of the Persian king were followed by a series of six invasions from Afghanistan, and the wanton cruelties inflicted on these occasions form an appalling tale of bloodshed. India is not likely to desire a repetition of these experiences.

Quarantine has been declared against Hongkong by Ningpo.

Lady Chater returned to the Colony yesterday on the *Shinyo Maru*.

Eleven cases (seven deaths) of bubonic plague was reported in the Colony on Wednesday.

Messrs. R. E. Sedgwick and Frank Sutton returned to Hongkong from Shanghai, on Wednesday, on the *Chenan*.

For returning from banishment and stealing a water-pipe, a Chinese was sentenced to six months' hard labour at the Magistracy, yesterday.

The *Teucer*, which arrived yesterday from Liverpool, which port she left on April 5th, is carrying 1,323 Chinese labourers to Tsingtao for repatriation

No nominations were received at the Magistracy, up to 4 p.m. yesterday, for the seat on the Licensing Board, rendered vacant by the departure for Home of Mr. T. F. Hough.

A cook on board the *Africa Maru*, which is in harbour, fell into one of the holds of the vessel, yesterday morning, sustaining concussion of the brain. He died on the way to the Government Civil Hospital.

Sir Robert Ho Tung will accompany Mr. and Mrs. M. K. Lo early next week on a trip to Tsingtau. Mrs. Lo, who is at present an inmate of the Peak Hospital, is, we are glad to learn, progressing favourably, if slowly.

The marriage was to have taken place at St. Andrew's Cathedral, Singapore, on Wednesday, May 14th, of Flag-Lieut. R. B. Fenton Livingstone, of Vice-Admiral Sir Frederick Tudor Tudor's staff, and Miss Eleanor Gunsaulus, daughter of Mr. and Mrs. E. N. Gunsaulus, of Singapore.

It is understood that Mr. D. W. Tratman, Superintendent of Imports and Exports, is going Home on leave, within the next fortnight, and that Commander C. W. Beckwith, who is on shore leave since he vacated the port of Acting-Harbour-Master on the return of Capt. Taylour, will act for him.

Surgeon-Captain C. Sharman Woodright, R.N., accompanied by Mrs. Woodright, arrived in Hongkong, yesterday, by the *Shinyo Maru*. Surgeon-Captain Woodright succeeds Surgeon-Captain G. A. Dreaper, as surgeon in charge of the Royal Naval hospital. Surgeon-Captain Dreaper and Mrs. Dreaper leave for Home shortly.

British Malaya has just said farewell to one of the most distinguished Europeans in the Peninsula—Lieut.-Col. Sir Arthur Adams, Commandant of the Penang Volunteer Corps, member of the Straits Legislative Council, Chairman of the United Malayan Council, the leading barrister in Malaya, and a thoroughly popular man. Sir Arthur Adams left for Home on the *Nellore*.

The King has granted permission to wear the decorations, conferred in recognition of valuable services rendered to the Republic of China:—Order of the Excellent Crop.—Second Class.—Mr. C. A. V. Bowra. Third Class.—Messrs. R. H. R. Wade, G. F. H. Acheson. Fourth Class.—Messrs. J. H. W. Houstoun, C. Thorne, L. Sandercock, W. H. C. Weippert, R. F. C. Hedgeland. Fifth Class.—Messrs. W. J. Hewett, R. H. Douglas, L. W. C. Lorden, C. D. Arnott. Sixth Class.—Messrs. E. C. Tregillus, E. Molloy, F. G. Becke, A. Morrison, G. Knox, H. E. Sandys, J. W. H. John, P. L. Raeburn, and T. Mellows.

Mr. Thomas Atkins retains his characteristics no matter where he finds himself. Thus a correspondent, says the *L. and C. Express*, reports the men of the Hampshire and Middlesex battalions gaily promenade the streets of Omsk in the fiercest frost without overcoats. This does much to strengthen the confidence so essential to the success of the new Government. Hampshires and Middlesexes are also in great demand for the exchange of Russian and English lessons. The same may be said of other cities where British soldiers have taken up their abode. Tommy has made himself immensely popular. The "sing-songs" and weekly dances given by the British battalions are in great request. The conduct of our men reflects the highest credit upon them and their commanding officers. They are doing a great work for their country and Russia.

SUCCESSFUL BRITISH OPERATION IN AFGHANISTAN.

PEASANT REVOLTS AGAINST BOLSHEVIK AUTHORITY.

BRITAIN'S SPLENDID WORK AT THE PEACE CONFERENCE.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

THE AFGHAN OPERATIONS.

BRITISH TROOPS PUSHING FORWARD.

SIMLA, May 10th.

The Afghan position on Friday followed the crest of the ridge dividing Landikotal from the plains of Afghanistan. The enemy had small detachments at Ashikhel and Pirukhel—small villages within British limits near Landikotal.

The main Afghan strength is concentrated on Bags and the spurs commanding it. Bags is important owing to the proximity of the springs supplying water to Landikotal.

Our advance troops, under Genl. Crocker, pushed forward on May 9th and ejected the Afghans from Ashikhel.

An advance was made down the pass west of Landikotal. The operation was successful, our casualties being slight, and our first objectives were secured.

The troops at Landikotal are now enabled to cover the concentration troops operating in the Khyber area. Aeroplanes co-operated effectively, using bombs and Lewis guns with excellent results.

FIGHTING BOLSHEVISM.

GROWING DISFAVOUR IN RUSSIA.

LONDON, April 30th. Delayed.

Reuter learns authoritatively that the Russian peasants are increasingly revolting against the Bolshevist Government, especially in the districts near the Volga and in Central Russia.

The Soviet Government has proclaimed martial law in 22 districts. A large number of Soviet agents have been killed in Saratoff and Smolensk.

The Soviet Government at Moscow is seriously alarmed and is frantically appealing to the proletariat to resist General Koltchak's advance.

Strikes in Petrograd during March were very acute. They were suppressed in the most brutal fashion, in one case boiling water being turned on the congregated workmen.

EARLIER CABLES

GERMANS OVERTHROW LETTISH GOVERNMENT.

LONDON, April 27th. Delayed.

The Baltic German troops, who were operating against the Bolsheviks, and who were brought back to Libau ostensibly for rest, have overthrown the Lettish Provisional Government.

The *coup d' état* was carried out with the connivance of General Von Der Goltz.

Replying to the protest of the Allies' representatives at Libau, General Von Der Goltz denied any responsibility, but he has not taken steps to liberate the members of the Lettish Cabinet.

It is pointed out that the necessity has now arisen for the enforcement of Clause Twelve of the Armistice Treaty.

NEW GOVERNMENT FORMED.

LISBON, April 29th. Delayed.

A new Government has been formed. It is composed of six Letts, and four Germans, with the Rev. Mr. Needra as Premier. The Jews and the workmen are not represented.

THE LEAGUE OF NATIONS.

WILL JAPAN JOIN?

TOKIO, April 24th.

A mass meeting, held here to-day, passed a resolution that Japan should not join the League of Nations if racial equality were not included in the Covenant.

LATEST CABLES.

THE PEACE CONGRESS.

BRITAIN'S SHARE IN THE TREATY.

PARIS, April 30th.

A prominent authority has mentioned the fact that, although it is not generally realised, Britain's part in the work of the Peace Conference has been almost preponderating.

He instances the League of Nations and the Labour Convention, pointing out that the latter was practically wholly a British achievement, whereas Britain claims at least an equal share with President Wilson in the preparation of the League, as the discussions of the League of Nations' Commission have been based on General Smuts' draft, and it was, doubtless, the recognition of Britain's part that a British official has been appointed the first Secretary of the League.

The naval terms and air clauses of the Peace Treaty were substantially as drafted by the British authorities.

Moreover, the proposal to abolish German conscription, one of the most important clauses, emanated from Britain, while the British view that the ex-Kaiser should be tried and those responsible for the atrocities punished ultimately prevailed.

The authority adds that Britain, in other matters, like compensation for submarinism, has more than pulled her weight.

WHAT GERMANY LOSES.

As regards what Germany loses by the war, apart from human life, the following is noteworthy:—Germany loses 70 per cent. of her iron ore, 33 per cent. of her coal, 20 per cent. of her potash, between 7,00,000 and 8,000,000 of her former inhabitants, a large proportion of whom are non-German; also her Colonies realised Britain's part in the work of and ships.

EARLIER CABLES

SOCIALIST UNEASINESS.

AMSTERDAM, April 28th. Delayed.

The International Socialist Conference resolved to oppose any peace conflicting with President Wilson's Fourteen Points, and recommended the sending of a Committee comprising M. Branting, M. Huymans, Mr. Arthur Henderson and others to remain in Paris until the peace preliminaries were signed, owing to the uneasiness caused by the decisions of the Paris Conference. The committee was charged to demand an interview with the "Big Four."

THE BRITISH ARMY.

MORE MEN REQUIRED.

LONDON, April 29th. Delayed.

In the House of Commons, at question-time, Mr. Winston Churchill stated that the Cabinet had decided to recall to the Army those soldiers working on the land.

Only the men most urgently required for special military duties in France, on the Rhine, and elsewhere would be called up, after very careful consideration. They were ineligible for demobilisation at present, and every effort would be made to meet any consequent inconvenience.

Ireland, Egypt, India, the Army on the Rhine, the Imperial War Graves' Commission and the Department of Agriculture were all clamouring for men.

He was confronted with extreme difficulties in meeting the manifold needs of the public service at present, but certain vital needs must be met.

THE BUDGET.

BRITISH'S ASSETS AND LIABILITIES.

LONDON, April 30th.

In the House of Commons, the Budget was introduced by Mr. Chamberlain, who emphasised the difficulty of the task, owing to the people now refusing to save or lend money as readily as during the war.

On March 31st the national debt was £7,435,000,000 compared with last year's estimate, of £7,080,000 and, at the outbreak of war, of £640,000,000.

The Exchequer issues during last year were £393,000,000 below the Estimates.

The estimated daily expenditure was £8,143,000, and the actual expenditure was £7,067,000.

Taking the period before and since the Armistice, from April 1st to November 9th, the daily expenditure had been £7,443,000 and from November 9th, it had been £6,476,000.

The reduction would have been greater but for the expenditure in connection with demobilisation, £52,000,000 for gratuities and £13,000,000 for unemployment.

The estimated revenue was £842,000,000 and the actual revenue £889,000,000.

The receipts exceeded the estimates by £47,000,000.

The inland revenue had increased under every heading. The Customs and Excise showed a surplus over the estimates of £14,520,000, of which tea accounted for £2,000,000.

It was estimated that the expenditure for the current year was approximately £1,437,000,000, and the estimated revenue was £1,160,000,000, without the new taxes, or £270,000,000 above last year's receipts. (Cheers.)

Mr. Chamberlain said that 34.7 of the total expenditure at the closing of the fiscal year had been provided from the revenue, and the balance was borrowed.

In this respect the past five years had been unequalled by any other belligerent. National War Bonds had provided £986,000,000 and War Savings Certificates £89,000,000.

The national debt comprised £6,085,000,000 internal debt and £1,350,000,000 external debt.

On the assets side there were the obligations of the Allies and the Dominions which amounted, on March 31st, to £1,739,000,000, of which £171,000,000 was owed by the Dominions, and £1,568,000,000 by the Allies.

Russia owed £568,000,000, France, £434,000,000; Italy, £412,500,000, Belgium, £86,000,000; and Serbia, £18,000,000.

THE FUTURE OF BRITISH INDUSTRY.

EMPLOYMENT OF DEMOBILISED MEN.

LONDON, April 29th.

In the House of Commons, the Labour Minister, defending the payment of the unemployment donation, pointed out that the 1,000,000 recipients included 350,000 members of the forces, 108,000 ex-munition workers, and 100,000 cotton operatives who were unemployed owing to the blockade. Abuses were inevitable, but he was confident that half the complaints were without foundation. Any frauds discovered would be prosecuted relentlessly.

Since the Armistice, 3,000,000 out of the 4,000,000 demobilised soldiers and civilians had been absorbed into industry. That was a remarkable achievement, because it had taken years to change from war work to peace work.

The Central Empires and Russia, which used to take a quarter of our exports, were closed, and China, Japan and New Zealand, which used to take another quarter, were practically cut off by shipping difficulties.

Therefore, there was no need to despair regarding the future.

AGRICULTURE AT HOME.

APPOINTMENT OF A ROYAL COMMISSION.

LONDON, April 30th. Delayed.

It was stated in the House of Commons that the Government has appointed a Royal Commission to enquire into the economic position of agriculture, and ascertain how best to encourage agriculture and enable the payment of reasonable wages to labourers.

KEEPING OUT ALIENS.

COLONIES TO BE ASKED TO LEGISLATE.

LONDON, April 30th.

In the House of Commons, at question-time, Mr. Bonar Law stated that the principles of the Aliens' Restriction Bill had already been embodied in the Indian Legislation, and the Colonies and Protectorates would be invited to adopt the general principles of any legislation adopted at Home, as far as suited their circumstances.

THE HOUSE OF COMMONS.

CENTRAL ABERDEEN BY-ELECTION.

LONDON, April 30th. Delayed.

The Central Aberdeen by-election, caused by the death of the Coalition Unionist, Lieut.-Col. A. T. Gordon, resulted as follows:—

Major Wood (Liberal)	4,930
Mr. L. Davidson (Coalition U.)	4,764
Mr. J. F. Duncan (Labour)	3,482

RACING AT HOME.

THE CITY AND SUBURBAN.

The City and Suburban, run at Epsom, resulted as follows:—

Royal Bucks	1
Arion	2
Dansellon	3

Thirteen ran. Won by a length and a half, four lengths dividing second and third.

The betting was as follows:—6 to 1, Royal Bucks; 100 to 7 a Arion; 5 to 2, Dansellon.

WAR HISTORY.

LORD FRENCH'S DISCLOSURES.

LONDON, April 30th. Delayed.

A further instalment of Lord French's book describes his visit to President Poincaré on August 15th, 1914. He found the President in the most hopeful mood about the victorious advance of the Allies.

President Poincaré discoursed playfully on the possibility of the British fighting another battle of Waterloo.

Lord French says that history will rank Marshal Joffre as one of our supremely great leaders. He says he asked Marshal Joffre, on August 16th, as the British Army was posted on the left or exposed flank, to place a French Cavalry Division and two reserve Divisions under his (Lord French's) orders. Marshal Joffre was unable to do this.

Lord French says he was not surprised when General Lanrezac turned out to be the completest example of a Staff College pedant whose "superior education" had given him but little idea of how to conduct a war.

Lord French discloses that he asked that General Plumer succeed General Grierson in command of the Second Corps, and says that General Smith-Dorrien was sent out without reference to Lord French.

FRANCO-ITALIAN AMITY.

PRESIDENT POINCARE'S MESSAGE.

PARIS, April 30th. Delayed.

President Poincaré sent a message to Italy, in which he emphasised that Franco-Italian unity in war time would remain during peace. Nothing would separate them. Any cooling in their friendship would be a catastrophe for civilisation.

GERMANY.

ALLIED DEMAND REGARDING LIBAU.

BERLIN, April 29th. Delayed.

Britain has demanded the restoration of the position at Libau as it existed before the *coup d' état*. The German Government, replying to the Allied protest, has declared that the revolution was the work of the natives.

The *Zwelfuhr Blatt*, however, represents it as pan-German reactionary intrigue and very strongly condemns the *coup d' état*. It says that Germany needs peace, yet the affair is proof that German policy intrigues are still being played.

HUNGARY AT WAR.

RUMANIAN SUCCESSES.

BERNE, April 30th. Delayed.

A Rumanian *communiqué*, dated April 25th, announces the capture, on April 20th, of eight Hungarian towns, including Grosswardeein. Hundreds of prisoners and several railways have been taken. The population everywhere has been very friendly.

BELGIUM.

IN SORE NEED OF MONEY FOR RECONSTRUCTION.

PARIS, April 29th. Delayed.

It is stated in Belgian circles that unless Belgium immediately obtains a credit of at least £100,000,000 it will be impossible to save the country from irretrievable disaster. It was the seriousness of the position that brought the Premier, M. Delacroix, and other Ministers to Paris.

It is stated that the Belgian delegates emphasised to the Council of Three, to-day, that unless this credit was granted, it would be impossible for the Belgians to sign the Peace Treaty.

THE AMERICAN NAVY.

SUPER-DREADNOUGHT "TENNESSEE" LAUNCHED.

NEW YORK, April 30th. Delayed.

The super-dreadnought *Tennessee* (32,000 tons) was launched to-day. Her total cost is estimated at $15,000,000. She carries twelve 14-in. guns and burns oil exclusively. She has a speed of 21 knots.

THE SILVER MARKET.

Silver is quoted at 58d., with forward buyers at 47½. The market is firm.

LABOUR BEGINS A NEW ERA.

SHARE IN THE PROFITS OF PRODUCTION.

Mr. John W. Dennis, M.P., insisted on the necessity of a complete understanding between capital and Labour when explaining at a meeting at Kirton, Lincolnshire, recently, a scheme of co-operative farming which he and the directors of Messrs. W. Dennis and Sons, Limited, propose to adopt for the whole of their farming and trade enterprises in the Boston and Spalding districts.

The following are the main points of his speech:—

"I draw no distinction," said Mr. Dennis, "between the worker in the factory and he who gives of his brain and brawn in the greatest of all industries—agriculture. While capital supplies the money and Labour furnishes the physical force, those who work with intelligence as well give the best results; consequently it is our intention to invite such workers to a large share in the product of both their labour and brains.

FAIREST DIVISION.

"The idea underlying the old feudal system of tenure was one-third to the landlord, one-third to the tenant, and one-third to the labourer. We have come to the conclusion, after careful economic analysis, that this is the fairest division that can be arrived at, and we propose to adopt it."

Under this scheme the ultimate division will be:—

The landowner, 5½ per cent. on capital and 33 1-3 of the net profits.

Occupier, 6 per cent. on capital and 33 1-3 of the net profits.

Labour, wages at current rates and 33 1-3 of the net profits.

Mr. Dennis explained that a man working for a whole year will participate under the scheme to the extent of the profits from about five acres of land. The profits, if any, will be divided once a year, while losses if any, will be carried over against the results of succeeding years. The new co-partners are to be invited to assist in the management of the company's affairs by nominating members to various committees of a board which is to be set up to deal with wages, hours of work, and kindred matters. Women co-partners will be eligible to sit on these committees when questions affecting women are being considered.

A WARNING.

"These are, the partnership terms—terms which we believe to be fair and equitable—which we offer our workers," said Mr. Dennis. "To-day it is the cry of the coal miner, the transport worker; to-morrow, unless honest schemes of profit-sharing are put forward in agriculture, it may be the turn of the labourer on the land to strike.

"Identity of interest creates identity of purpose. Under the scheme every one becomes in effect a tenant owner. He is immediately concerned in he profits of the land, and, what is more, is invited to take a practical part in the machinery of production through the committees we are setting up. The worker has the profits of a small holding without the cares and risks of actual ownership, and thus he is directly concerned not only in giving the best of his labour, but in seeing that his fellow-workers contribute their fair share to the general result."

THE SITUATION IN INDIA.

ENGLISH EDITOR SENT HOME.

"BOMBAY CHRONICLE" SUSPENDS PUBLICATION.

BOMBAY, April 26th.

The Governor of Bombay, with the sanction of the Viceroy, yesterday ordered Mr. B. G. Horniman, editor of the *Bombay Chronicle*, to embark for England at once. The Government is satisfied that Mr. Horniman is in a fit condition to travel and has ordered his passage immediately. Mr. Horniman was immediately taken to a steamer.

An order was also served on the Directors of the *Chronicle* requiring them to submit all matter to the Government before publication.

A meeting of the Directors was held and it was subsequently decided to suspend publication, as submission to the censorship was considered humiliating and preventing the free expression of public opinion.

Mr. Gandhi has issued a statement expressing equal sorrow and pleasure at the Government's action, describing Mr. Horniman as a brave and generous Englishman, who fearlessly exposed wrong whenever he saw it. He was an ornament to his race. Mr. Gandhi exhorts his followers to remain perfectly calm and to refrain from all demonstrations, protests and violence.

THE DURBAR AT KABUL.

A DRAMATIC CEREMONY.

Information regarding the important Durbar at Kabul on April 13th is now filtering through. The Amir, dressed in khaki, explained the object of the Durbar saying that he wished to present to the assembly enquiries he had made and the tentative conclusions he had formed regarding his father's murder and to ask the Durbar's opinion and guidance in deciding all important matters. Papers and files were then produced and the complicity of Nasrullah Khan was discussed. Some advocated the death sentence. The Amir recommended imprisonment for life, which was finally decided. Colonel Shah Ali Ramii was convicted of the actual assassination and sentenced to death. He was executed immediately after the Durbar.

Before the Durbar closed the Amir delivered a stirring speech under stress and great emotion. The following passage created a great impression:—"The object which has occupied my mind ever since the death of my lamented father, and which by the grace of God through the sincere help and loyalty both of the civil and military has now been achieved, is vengeance for my father's murder. Ever since his death I have worn khaki, and on hearing of his death I drew my sword and have kept it drawn until now, when I sheathe it once more in triumph at my success."

RECENT ARRIVALS FROM AFGHANISTAN.

The *Pioneer*, of March 23rd, says three Europeans have recently returned from Afghanistan, namely, Mr. Oram, Irrigation Engineer, Public Works Department, whose services were lent to the late Amir by the Government of India; Mr. Haliday, who was formerly with Messrs. Burn & Company of Calcutta, and Mr. Sword, Electrical Engineer. All three experienced courteous treatment in Afghanistan, both before and after the death of the late Amir, and they were accorded due hospitality on their journey back to India. "We understand," says the paper, "the new Amir has announced it will be part of his policy to avoid unnecessary expenditure on public works, and buildings. Meanwhile the Afghan envoy in India has received from Kabul photographic reproductions of the letters of Nasrulla Khan and Inayatulla Khan expressing their submission to the new Amir, as well as Mianulla Khan's proclamation to the Afghan Army and the nation."

THE "V.C." FACTORY.

WORKERS' HEROISM AT GREAT EXPLOSION.

The story is now told in the English papers of the terrible explosion on July 1st last at the Chilwell Munition Works, Nottingham—the factory which, it was suggested in the House of Commons, should receive the V.C. for the heroism displayed by the workers.

No one present, says the *Nottingham Daily Journal*, will ever forget the events of that awful night. All roads leading to the works were one constant procession of motor-cars and improvised ambulances of all kinds rushing the more serious cases to the surrounding hospitals.

All night long the work of recovering bodies from the tangled mass of ironwork went on. In one case food and stimulants had to be handed through crevices until the wreckage could be cleared. For nearly a week the search for bodies continued.

Many of the victims were buried in one common grave beneath the grey walls of Attenborough Church, and no truer word could be spoken of the men and women whose names were inscribed on the terrible death-roll than that they died as much for England as any who fell on the battlefield.

All told there were 380 casualties, including 134 killed, and yet, in spite of all, out of ten thousand men, women, and girls only 14 failed to turn up for work as usual next morning. For this reason, and because of the heroism displayed immediately after the explosion in rescuing the injured, when any moment a second and still more terrible explosion might have occurred, Chilwell Shell Filling Factory came to be known throughout all England as the V.C. Factory.

Altogether there were 19 explosions at Chilwell, 15 of which occurred while shells were being "pressed."

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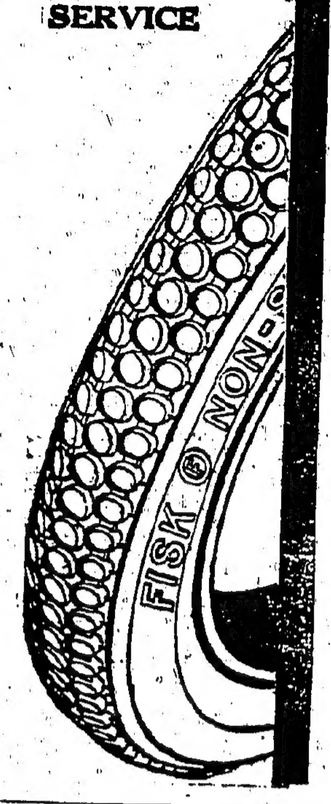

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REPATRIATION OF ALIENS.

DIFFERENTIATION URGED.

INTERESTING DISCUSSION IN THE LORDS.

In the House of Lords on March 24th, the Archbishop of Canterbury asked for information as to the principle which governed or regulated the compulsory repatriation of enemy aliens who had been interned during the war. When the war began, it was obvious, he said, that public safety was the supreme law, and it was necessary that internment should be done in a complete and thorough manner. He was told that if the historian hereafter had access to the papers in the Government offices it would come out how very few really native-born Germans were proved to have been open to legitimate suspicion, or who had been actually proved guilty of acts of espionage. He had not the slightest doubt that what was done with regard to internment was right, but now the position was changing. The fighting was practically over; peace was in sight, and presumably internment would come to an end. What he desired to know was whether there was going to be a wholesale repatriation, and, if so, of whom. Was it to be of the men only or the men and their dependents as well? He supposed that many of the men could not even speak German, that many could speak very little German, and had practically no friends in Germany. Many of them had English wives and families, and their sons, some of whom had been killed, had been fighting on our side. His object was that if this matter were badly handled, they might wake up a few years hence to find that we had inadvertently permitted a great wrong. Therefore it did seem that they were entitled at this moment to ask that the matter should be dealt with. He asked what the intentions of the Government were so far as English wives and children of enemy aliens were concerned. Were they to be allowed to go to Germany? If so, Great Britain would lose a large number of young people who were entirely English. He knew that throughout the Government had been faced by extraordinary difficulties, and he believed they had tried to act with perfect fairness, but he was profoundly anxious that this country should not, through lack of care, do something now which we would be afterwards sorry for or ashamed of (Hear, hear.)

Lord Lambourne, speaking as a member of the Advisory Committee since its inception, said the object of that Committee was first of all to do justice to our own country, and, in the second place, to do justice to the individuals brought before them. When they began their work there were, roughly speaking, 37,500 Germans in the country. In May, 1917, the number of Germans at liberty was about 13,000, of whom more than half were interned on the recommendation of the Committee. When the Committee was reconstituted in July, 1918, there were only about 6,000 males at liberty, most of whom were either very old or technically aliens or munition workers, the last mentioned category to the number of about 600 or 800. There were hundreds of the others who had sons in the British Army. On the other hand, a large number of those interned were men removed from what was called prohibited areas. These were interned for their own protection. He would say this for a nation for which he had not the smallest admiration, that they were almost invariably good husbands and that the wives and children would elect to follow the father if he were repatriated to Germany. If that happened it would be a loss to Great Britain.

GOVERNMENT POLICY.

The Earl of Jersey, relying on behalf of the Government, said it was quite impossible, in view of the actions of the German people during the war, that we could resume normal relations with them after peace was signed as one might have hoped in other circumstances would have been possible. There had been no subject on which the will of the people had been more clearly manifested than this problem of alien enemies. If he understood aright, the main object of the question was to ascertain whether there was an invariable principle to which all interned aliens were to be subject, regardless of any special features in individual cases. The answer was that the policy of his Majesty's Government was to repatriate all interned civilians who were now alien enemies, and if any were allowed to remain it would only be for reasons of an exceptional character. What reasons would be considered strong enough, he was not yet in a position to say. The repatriation of those who were to go was being carried out first.

For the present it was unlikely that any further statement could be made with regard to the remainder. Those undesirable were being compulsorily returned now. The number now interned was about 6,000, of whom 2,000 were willing to be repatriated. He was sure everyone wished to see even Germans treated justly, and he thought he could give an assurance that due regard would be paid to humane considerations. Any alien who thought he was being unduly hardly treated would have a further opportunity of stating his case to a tribunal before being finally repatriated. The only alternative was that these persons should have the option of being released into Great Britain. Surely those who had abused British hospitality had no longer any claim again to enjoy that hospitality. (Hear, hear.)

At present the country was passing through a very critical time at home. These persons were interned in the first instance because they could not be trusted to be about. Their sympathies were under suspicion, and if they were hostile to this country before the war it was not likely they would be better disposed towards it since their internment. Surely the first duty of the Government was towards the people of this country. It was common knowledge that a large portion of our domestic trouble was due to an alien element—not necessarily alien enemies, but persons of foreign extraction—and he failed to see why we should add to that number by releasing these people. The policy of the Government was that those who were interned had got to go, and there was no reason to think that policy would be varied other than in exceptional cases. Those aliens who were not interned would have an equal opportunity of stating their case to a tribunal before any action was taken with regard to them.

DIFFERENTIATION ADVOCATED.

The Marquis of Crewe said he did not think the answer to which their lordships had listened would be received with unalloyed satisfaction. (Hear, hear.) It was generally agreed that those who had abused the hospitality of the country should be severely dealt with, but the question of the treatment of interned men was very different. Some were interned for their own protection and as a guarantee against violence from our own countrymen. When the noble earl said that deportation was the natural sequel to internment, a great many people found it very difficult to see any logic in that proposition. General deportation without reference to the past of the persons concerned except birth, was asked only on two grounds, neither of which could be considered particularly honourable. In the first place there were those whose patriotism boiled over until it became persecution. They were quite honest and straightforward people, who thought that because a man was of German birth he was to be treated as a species of vermin. There were others who simply desired to turn all Germans out of the country because they were afraid of them as competitors in trade. That was a poor argument, because it was founded on the belief that the Germans were more clever or cute in business than we were. That was very likely true of the individuals themselves; it was not true of the nation. He strongly protested against the belief that we had anything to fear from German competition in trade, if that trade was fairly conducted. Complaints which were justifiably made against what was falsely spoken of by the Germans as "peaceful penetration" were founded on the fact that it was not fair competition, but was backed up by the Government with definitely malevolent objects. The reply of the noble Earl was not sufficiently categorical. He hoped that some other member of the Government would express in clearer terms the general policy of the Government in this matter.

"ALL GERMANS NOT SPIES."

Viscount Bryce agreed that the answer of the Government was extremely unsatisfactory. The noble earl had spoken as if the question was whether persons who abused the hospitality of the country should be permitted to do so no longer. It was assumed that every German was a spy, but he understood that extremely few of those charged were in Great Britain before the war. Most of them had been neutrals. The noble earl seemed to assume that the fact that a man had been allowed to remain interned was strong presumptive evidence that he was a dangerous person. That was an entirely unwarranted assumption. If it could be proved that a man was likely to be dangerous in any way no one would wish to see any indulgence extended to him. He could not believe that the sentiment of the country would any longer sanction and approve the policy of indifference to suffering which was displayed in the speech of the noble earl.

Lord Sheffield said that to hold that we should act with humanity so far as was consistent with the interests of our country was to put oneself on a level with the worst type of German.

The Marquis of Lincolnshire said he recognised the Christian and chivalrous intention of the Primate, but he doubted whether the Primate's speech or arguments justified the continuance of what he honestly believed to be a great national danger. At the General Election candidates were asked whether they were in favour of keeping Germans out of the country and making Germany pay an indemnity. Some "hawed" and some "hummed," and the situation got so serious that the then Attorney-General, now the Lord Chancellor, speaking at Liverpool on October 5th, declared: "I tell you that when the history of the last twenty years comes to be written it will be found that of every twenty Germans who settled in this country eighteen were spies. Keep them all out. That is the policy of the Coalition Government." As might be expected the Prime Minister, who was a man of nimble mind, came down heavily on the Attorney-General's side. He declared that it was quite impossible to entertain in our midst a population, a considerable proportion of which had abused our hospitality, as they had "plotted and assisted Germany in the forging of plans for the destruction of the country." England was awake; the Labour party was awake; and the country required the Prime Minister to fulfil his election promises.

He understood that Herr Kuhlmann, in an intercepted message, had stated that when he got rid of Marshal Foch and he had only to deal with what he called the stupid French and the idiotic Yankees, he would be in Paris in five or six years, and would eventually get all the strings into his hands. Could there be any doubt that the Government were right in their determination to settle the alien question once and for all? The Government rightly recognised that the old policy of postponement and procrastination could no longer be tolerated, and would not avail us now.

HUMAN BEINGS OR PESTS.

The Bishop of St. Asaph asked whether we were going to regard the Germans as human beings or as pests that ought to be exterminated. He shuddered at a policy first of all of revenge and then of indemnity. We were a chivalrous people, and the adoption of a policy such as that indicated by the Marquis of Lincolnshire would tarnish our reputation for ever.

Lord Buckmaster said he should have thought that the answer to the question addressed to the Government would have been perfectly simple, namely, "We propose to do justice to each individual man." (Hear, hear.) To lay down a general rule applicable to a general body of people must be unjust. While safeguarding the country from the presence of any undesirable alien, the Government should see that nothing was done which could be urged as a reproach against us in the years to come. In all such questions as this it was England that had always set an example to be proud of. Should we be proud if we took a body of perfectly defenceless people, tore them from the homes they had built up in this country, from their English wives and English children, and threw them back into the country of their origin, of which many of them had, for upwards of a quarter of a century, the most scanty knowledge? Such a policy could not be anything but deplorable and unjust. He did not wish to embark on the extremely attractive question of the character of pledges given by members of the Government at the last election, but it was no answer to say that the people demanded a thing if the thing were wrong. What they had to test was whether they were to act in this matter in accordance with what they knew to be right and just. He entreated the Government to do nothing to soil and disgrace our name.

Lord Parmoor said that it was quite clear that the fact of internment was no *prima facie* evidence against an interned person. Had the Home Office during the whole course of the war brought it home to one German who had been living in this country before the war that he was acting as a spy? If there was a single case, were the instances not infinitesimal. He asked the Government to give an undertaking that deportations would not be carried on until the tribunal had been constituted and had been able to consider the particular cases. An important consideration was that the mass of the people concerned were not only naturalised in the country, but had been denationalised in their own country, and were not capable of being considered as members of the country to which they were sought to be deported.

"AN UNWARRANTABLE ACT OF TYRANNY."

The Earl of Selborne associated himself with what Lord Buckmaster said. Unless a case was of the strongest possible nature and made clear as daylight before a competent tribunal, the idea of sending English children who had never been out of England and who could speak no language but English compulsorily to Germany was to him an unwarrantable act of tyranny. This was a matter which could not be dealt with by general rule, but by the most careful examination of each separate case by a wholly competent tribunal.

The Earl of Jersey submitted that it had been made perfectly clear that it was contemplated that the new tribunal which would be set up would have discretionary powers in dealing with the cases which came before them. He could not say when the tribunal would be set up, but it would be set up as soon as possible.

The Marquis of Salisbury said that he was disappointed at the silence of the superior Ministers on this question. He thought the country and their lordships would have been better pleased if they could have had some assurance from a Minister of rank.

The Earl of Crawford said that their lordships must recognise that it was impossible for Ministers on the Government Bench to have technical and official knowledge of every one of the Government departments. He thought Lord Jersey had stated the case for the Government with perfect candour.

The subject then dropped.

THEATRE ROYAL.

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GERMAN-AUSTRIA.

THE PRESENT POSITION.

ROAD TO THE EAST.

[FROM E. ASHMEAD-BARTLETT.]

VIENNA, March 8th.

The problems which confront the future of German-Austria at the present hour may be most conveniently divided under three main heads, namely, (1) supply, (2) finance, (3) political. Any writer who deals with these problems from the standpoint of the *Entente* is faced with this difficulty. From the very beginning of the world-war Austria threw herself body and soul into the struggle as a supporter of absolutism against the right of free democracies to live and let live. Therefore, he is likely to find but small sympathy for a nation which has been instrumental in bringing about its own downfall in the support of an obsolete and tyrannical cause. But a distinction has always been drawn between the responsibility of Austria and the *rôle* played by Germany in fomenting and bringing about the world-war. We have always regarded that former as the misguided dupe of the latter, especially in the later stages of the struggle, when the Austrians, anxious as they undoubtedly were to make peace, found themselves too firmly in the grip of Ludendorff and the Junkers to break away, on account of the German control of their railways, finances, and food supplies.

There are now two alternatives confronting the statesmen of the *Entente* in regard to Austria's political future. Either she must be allowed to join her natural ethnological grouping, namely, a Confederation of German Republics, or else she must be detached from her natural ethnological grouping and become a member of a Danubian Confederation, composed of Czecho-Slovakia, Hungary, and possibly Jugo-Slavia, in sympathy with, and working under the guidance of, the *Entente*. It is as well at this stage to examine carefully what the first of these alternatives, namely, an alliance with Germany, would really mean; what a powerful reinforcement would be brought on the side of the enemies of civilisation, and how such a union would more than compensate Germany, both economically and strategically, for the loss of Alsace and Lorraine.

With the absorption of German-Bohemia and Austria proper, a population of some ten millions would be added to the strength of the German Empire; a people of high intelligence and considerable prowess, which would be enormously developed under German rule and German organisation. Strategically, Germany would gain even more by this voluntary union with German-Bohemia and Austria. She would find herself planted firmly on the Danube, at Vienna, and she would obtain that gateway to the Balkans and road to the East which was her most cherished dream of the past.

THE DESIRE FOR REVENGE.

Only the victors have ever accepted a settlement following a prolonged war as final. The vanquished may pretend to acquiesce, from sheer necessity or motives of policy, but in reality the determination to be revenged at some future date ever remains paramount. Therefore, it would be both foolish and short-sighted to regard the Paris settlement as the final adjustment of the boundaries of nations for all time, and thus, relying on their good faith, to place our worst enemies in a strategical position which would give them immediate opportunities for incessant intrigues against our interests, and an excellent jumping-off ground for aggressive military action on some future occasion, when the longed-for opportunity at length presented itself.

Yet this is exactly what we are going to do, if, through apathy, ignorance, or from sheer *ennui* at attempting to settle so many difficult problems at one and the same time, we allow German-Austria to unite with Germany proper, and thus plant either a genuine German democracy—which need not of necessity change the military spirit and ambitions of the race—or a camouflaged imperialism at Vienna, and right in the very midst of the new Republics, which have sprung up like mushrooms from the dunghill of Europe's sorrows, none of which is strong enough to safegard its own independence.

Vienna is within twenty kilometres of the frontiers of Hungary and Czecho-Slovakia, and has played the *rôle* of a clearing-house for the commerce and finance of all these Republics in the past. All the main lines of railways pass through the city, and then on to the Balkans and Constantinople. The financial and economic interests of all the new Republics formed from the disintegrated Austro-Hungarian Empire are so closely bound together that it is impossible for any one of them to exist as an independent economic entity for any length of time. They will be forced to come to some *modus vivendi* with their neighbours. The mutual political relations of each have formerly been controlled from Vienna, the clearing-house for the commerce and finance of them all. Vienna, therefore, remains the natural commutator of the future, and if the city is to fly the German fing hereafter, it will mean placing the Germans, whether Republicans at heart or merely camouflaged as such, right in the very centre of these new Republics, and in eventual control of their financial, economic, and, as a natural corollary, their political destinies.

DANUBIAN CONFEDERATION NEEDED.

There is only one way of preventing what was formerly only a natural ethnological grouping for German-Bohemia and Austria, but which is now rapidly becoming a paramount economic necessity for both, and that is the immediate creation of a Danubian Confederation, composed of German-Austria, Czecho-Slovakia, German-Bohemia, Hungary, and possibly Jugo-Slavia, under the protection and guidance of the *Entente*. In other words, the re-creation of the old Hapsburg Monarchy under a new name, composed of a number of free Republics, but united for mutual, economic, and financial salvation. This is the only other logical solution confronting German-Austria, because her present economic and financial position is such that every day brings the dreaded spectre of famine, industrial ruin, and bankruptcy nearer and nearer, and the country will be forced to take a hasty, and eventually disastrous, decision with regard to her political future.

Therefore, although the old Austria was the second most powerful enemy of democracy and of the *Entente* in the past, it will not be wise or far-seeing to regard her in the same category of enemies as Germany stands in to-day. It will be much wiser for the preservation of the peace of Europe in the future, and for safeguarding the interests of the new Republics which have sprung up amidst the ruins of the old Hapsburg Monarchy, to regard her as an erring child who must be placed on the right road, and saved from falling altogether into the evil hands which have been instrumental in dragging her to perdition in the past. The facts must be boldly faced. If you allow Austria to drift into an immediate alliance with Germany, you place the Junkers—at present hiding their diminished heads—the most unscrupulous gang of intriguers the world has ever known, right in the heart of the new Republics, and within twenty kilomètres of the frontiers of each.

The result can well be left to the imagination. It would be futile to enlarge on a subject which, from the experiences of the last four years, every man in the street should know by heart. Before the Treaty of Paris is signed, or before the ink is dry on that Treaty, German agents will be flooding Czecho-Slovakia, Hungary, and Jugo-Slavia, not only in the political interests of the German Republic, but also to secure the Balkan markets for German exploitation. It is hardly too much to say that the war will have been fought in vain if Germany is allowed to control Vienna, and thus compensate herself for what she has lost by the return of Alsace and Lorraine to France; by placing her in a position to dominate the politics and markets of the Balkans and the East.

AUSTRIA CANNOT WAIT.

The Austrians are only awaiting a word from the *Entente*. They are still prepared to follow any advice which may be given them, but they cannot go on waiting indefinitely. They feel they have not received the treatment which they were led to expect when they signed the Armistice. They feel they have been deserted and left stranded by the *Entente*, and that they have nowhere to turn, except to Germany, in their hour of need. There is also another feeling springing up in the country, namely, that if the official leaders of the *Entente* will not provide them with a solution of their present difficulties, only the influence of the International Socialist Union can save them from complete ruin.

Careful inquiries serve to show that, at the time of the signing of the Armistice, at least 90 per cent. of the Austrians were opposed to a union with Germany. Weary of the war, disgusted with the slaughter, and alarmed at the disasters which the alliance had brought on them, the mass of the people only sought a way out of their difficulties which would bring them some repose, and, at least, ensure them an honourable or tolerable future. They asked for relief for their many pressing necessities. They looked for counsel and for advice from the *Entente* statesmen. They had little or no hostile feeling towards any of the Allies except the Italians, their time-honoured, hereditary enemy. Unfortunately, it is the latter who by the terms of the Armistice, have been placed in charge of Austrian territory, thus preventing a rapid *rapprochement* between a humbled Austria and the *Entente*. Since the Armistice absolutely nothing has been done by the *Entente* to guide Austria to a sound channel which will ensure her political and economic future, and detach her from a German alliance.

Quite apart from the paramount importance, in the future interests of all the Allies, and for the preservation of the peace of Europe of inducing Austria to become a member of a Danubian Confederation, composed of her old sister-States of the Habsburg Monarchy—instead of a member of a Confederation of German Republics—the present pitiful state of the mass of the people must arouse sympathy in all but the most implacable of hearts. It is impossible to realise the trials through which the people are passing unless you visit the country and see for yourself. The bare necessities of life are lacking, and only those with money can obtain enough food of a doubtful, and certainly unsatisfying quality. . . . . I have taken considerable care to examine the available resources of food. The answer may be given in two words. They are living on hope, and on soup made of anything that can by any possible chance be turned into soup. . . . . There are no limits to these pictures of human misery outside these soup kitchens in the poorer quarters of Vienna.

* * *

This vast system of unemployment cannot go on indefinitely. It is then that the crux of the whole economic situation will be reached. When unemployment pay ceases, the Government will be obliged to feed a huge percentage of the population at the free kitchens. The financial situation will, however, be but little changed, because under the present system the Government is issuing only so much paper which it takes back in return for so much food. But the effect on the feelings of the population may be distrastrous because as long as a man who has occupied a respectable, self-supporting position in the social order has money with which to purchase the bare necessities of life he still feels he has a place in the sun; but the moment he is obliged to accept free meals outside a soup kitchen, waiting for hours in a long queue, why then his mind becomes peculiarly susceptible to the ultra remedies promised by the vague disease of the mind, engendered by the extremist misery and known as Bolshevism.—*Daily Telegraph.*

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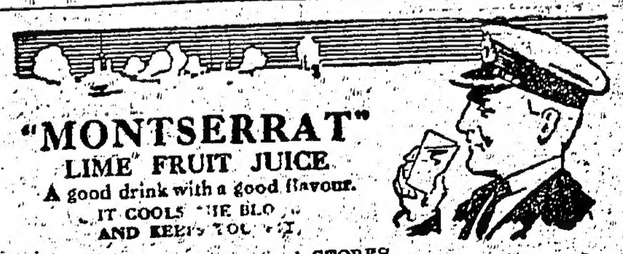

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SHIPPING NEWS

ARRIVALS.

May 14th.

Bankoku Maru, Japanese str., 3,751 tons, Capt. Kanaka, from Saigon, which port she left on May 10th, with a general cargo, including rice.—M. M. Co.

Chenan, British str., 2,300 tons, Capt. Laver, from Shanghai, which port she left on May 11th, with a general cargo.—B. & S.

Fau Sang, British str., 1,410 tons, Capt. Skinner, from Bangkok and Kohsichang, with a cargo of rice and timber.—J. M. & Co.

Kwanto Maru, Japanese str., 879 tons, Capt. Odawa, from Wuhu, which port she left on May 8th, with a cargo of rice.—Kuhara.

Liensiang, Chinese str., 1,049 tons, Capt. Muir, from Saigon, which port she left on May 9th, with a general cargo.—Kung Yuen.

Yue Ying Wu, Chinese str., 805 tons, Capt. Anderson, from Haiphong, which port she left on May 13th, with a general cargo.—Carmichael & Clarke.

May 15th.

Changshow, British str., 1,203 tons, Capt. Robinson, from Bangkok, which port she left on May 7th, with a general cargo, including rice.—B. & S.

Foo Lee, Chinese str., 880 tons, Captain Mujaoka, from Wei-hai-wei, which port she left on May 8th, with a general cargo.—Yee Lai Hong.

Kweichow, British str., 1,290 tons, Capt. Cole, from Tientsin and Chefoo, with a general cargo.—B. & S.

Luchow, British str., 1,221 tons, Capt. Morse, from Bangkok and Swatow, with a cargo of rice.—B. & S.

Nissin Maru, Japanese str., 681 tons, Capt. Kato, from Keelung, which port she left on May 12th, with a cargo of coal.—M.B.K.

Shidzuoko Maru, Japanese str., 6[illegible] tons, Capt. Ozaki, from Shanghai, which port she left on May 12th, with a general cargo.—N.Y.K.

Shinyo Maru, Japanese str., 6,374 tons, Nazano, from San Francisco, which port she left on April 10th, with a general cargo.—T.K.K.

Shunshing, Chinese str., 297 tons, Capt. Place, from Kwong Chow Wan and Macao, with a general cargo.—Po On & Co.

Siam Maru, Japanese str., 4,598 tons, Capt. Watanabe, from Bombay, which port she left on April 29th, with a general cargo.—O. K.

Sunning, British str., 1,300 tons, Capt. Benson, from [illegible]on, with a general cargo.—B. & S.

Teucer, British str., 5,805 tons, Capt. Wallace, from Liverpool, which port she left on April 5th, with a general cargo.—B. & S.

Urusan Maru, Japanese str., 1,729 tons, Captain Kimuza, from Wei-hai-wei, which port she left on May 7th, with a general cargo.—M.B.K.

PASSENGERS.

ARRIVALS.

Per s.s. *Shinyo Maru*, on May 15th:—Mr. and Mrs. D. S. de Aboitiz, Dr. T. C. Arvisu, Mr. and Mrs. C. S. Bernabe, Mr. and Mrs. W. L. Bramwell, Mrs. E. Bourne, Mr. G. Baldwin, Mr. J. A. Baer, Mrs. W. E. Blyth, Mr. H. Bowrey, Mrs. E. Rowlings, Mr. P. Beattie, Mrs. P. Beattie, Mrs. E. Van Bergen, Lady C. Chater, Mr. and Mrs. D. W. Campbell, Mr. L. A. Carter, Mr. D. Clemente, Mr. R. Campos, Mr. J. A. Dobbie, Mr. H. J. Eddo, Mrs. J. W. Ford, Mr. R. A. Green, Mr. L. E. Guterres, Mr. J. E. K. Green, R. H. Gregorf, Mr. S. Hotvedt, Mr. and Mrs. A. M. Ticks, Mr. L. Hansen, Mr. and Mrs. C. L. Iverson, Mr. R. Javier, Mr. T. Jorgensen, Mr. H. Jennings, Mr. W. Wawase, Mr. and Mrs. T. Jundtz, jr., Mr. J. Larzaga, Mr. and Mrs. A. J. Metzel, Mr. H. Meyersohn, Mrs. L. B. Matson, Mr. H. J. Hozingo, Mr. F. Molteberg, Mr. and Mrs. H. L. Niebel, Mr. N. M. Nilson, Mr. W. F. Priestley, Mr. E. R. Port, Mr. C. E. Quimby, Mr. D. G. Robertson, Mr. J. Ramsay, Mr. F. Reyes, Mr. and Mrs. N. F. Romanoff, Mr. and Mrs. J. S. Reis, Mr. D. da Roza, Mr. and Mrs. D. A. Ross, Mr. and Mrs. J. Schwartz, Mrs. L. Sequera, Miss M. W. Sproull, Mr. W. M. Smith, Mr. G. E. Sibbett, Mrs. F. C. Spercer, Mr. and Mrs. P. W. Stansfield, Mr. R. H. Sibley, Mr. E. B. Temple, Mr. C. Taylor, Comdr. F. W. Vining, R.N., Mrs. F. W. Vining, Mr. V. P. Waters, Surg.-Capt. and Mrs. C. V. Woodwright, R.N., Mr. W. F. Wenyon, Miss E. O. Ward, Mrs. H. C. Youngberg, Mr. H. A. Xiques, and Mr. and Mrs. S. G. Zuelling.

Per s.s. *Teucer*, on May 15th:—Capt. Dannier and Mrs. E. Jones (for Singapore).

Per s.s. *Chenan*, on May 14th:—Mr. Sedgwick, Mr. Sutton, Major and Mrs. Thomson, Mrs. Thomas, Capt. Hapsley, Mr. E. H. Scott, Mr. Jackson, Mr. Swan, Mr. Conway, Mr. Lee, and Mr. Woodburn.

SHIPPING ITEMS.

The R.M.S. *Empress of Russia* sailed from Kobe on May 14th for Yokohama.

The R.M.S. *Empress of Asia* reached Yokohama on May 12th and is due at Hongkong on May 23rd.

A telegram has been received from San Francisco advising that the China Mail Steamship Co.'s s.s. *Nanking* arrived at that port on April 29th.

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CLEARANCES.

May 14th.

Elvira Stolt, for Manila.
Gokenzan Maru, for Honkohe.
Haimun, for Bangkog.
Hanyang, for Canton.
Kaifuku Maru, for Singapore.
Kamijon Maru, for Keelung.
Kwai Wah, for Tourane.
Luan, for Canton.
Pak Ling, for Liverpool.
Taming, for Manila.
Tung Tze Kiang, for Tourane.
Telemachus, for Saigon.
Tensho Maru, for Kobe.
Yat Shing, for Calcutta.

May 15th.

Alicorne, for Heihow.
Chenan, for Canton.
Daitoku Maru No. 5, for Haiphong.
Hong Hwa, for Amoy.
Hsin Chang, for Shanghai.
Hsin Lee, for Tsingtao.
Kwanto Maru, for Canton.
Shidzuoko Maru, for London.
Shunshing, for Kwong Chow Wan.
Sunning, for Shanghai.
Teucer, for Tsingtao.
Tjikini, for Swatow.
Urusan Maru, for Saigon.
Van Waerwijk, for Pelawan.
W. F. Burrows, for Alaska.
Yue Ying Wu, for Canton.

WEATHER REPORT.

May 15th, at 13.38.—No returns from Japan, Vladivostock and Weihaiwei. Pressure has increased slight at Shanghai, and decreased slightly at other reporting stations. A shallow depression covers Tongking and the north part of the China Sea.

Hongkong rainfall, for the 24 hours ending at 10 a.m. to-day, 0·07 inch. Total since January 1st, 12.11 inches, against an average of 16.16 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast.
Hongkong to Cap Rock	F. winds moderate; cloudy, occasional rain.
Formosa Channel	North winds, fresh.
South Coast of China between Hongkong and Lamocks	The same as No. 1.
South Coast of China between Hongkong and Hainan	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

MAY 15TH, A.M.

Station.	Hour	Barometer at Sea Level.	Temperature	Humidity	Wind Direction.	Wind Force.	Weather.
Vladivostock	6 a.	—	—	—	—	—	—
Nemuro	5 a.	—	—	—	—	—	—
Hakodate	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Oshima	"	—	—	—	—	—	—
Nana	"	—	—	—	—	—	—
Ishigakijima	"	—	—	—	—	—	—
Bonin Island	"	—	—	—	—	—	—
Weihaiwei	6 a.	—	—	—	—	—	—
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	29.98	50	100	N	1	bf
Gutzlaff	"	30.00	58	70	N	4	1
Sharp Peak	7 a.	29.85	68	85	E	4	o
Amoy	6 a.	29.75	70	91	ENE	4	o
Swatow	"	—	—	—	—	—	—
Taihoku	6 a.	29.80	68	98	E	4	o
Taichu	"	29.74	75	—	—	0	o
Tainan	"	29.74	77	—	—	0	o
Koshun	"	29.72	77	—	NW	2	o
Pescadores	"	29.75	73	—	ENE	5	o
Canton	6 a.	29.75	74	90	N	1	o
Hongkong	"	29.71	75	96	—	0	o
Gap Rock	"	29.1	·	—	WSW	5	c
Macao	"	29.72	73	94	NW	2	o
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	7 a.	29.69	77	91	ENE	4	o
Tourane	"	29.67	82	—	W	2	b
Cape St. James	"	29.75	79	—	W	2	o
Aparri	6 a.	29.74	75	94	S	2	o
Lagupan	"	29.73	76	93	SE	3	b
Manila	"	29.75	77	91	NNE	1	o
Legaspi	"	29.75	77	94	NNE	1	o
Tacloban	"	29.76	77	94	—	0	o
Iloilo	"	29.76	79	89	W	4	o
Surigao	"	29.76	75	94	—	0	o
Guam	4.30	—	—	—	—	—	—
Labuan	6 a.	—	—	—	—	—	—

C. W. JEFFRIES, *Chief Assistant.*

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade, in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squal, r rain, s snow, t thunder, v visibility, w dew wet.

7. RAIN, in inches, t tenths and hundreds.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 15th

	Previous Day at 2 p.m.	On Date at 8 a.m.	On Date at 2 p.m.
Barometer	29.73	29.76	29.76
Temperature	81	76	78
Humidity	82	86	80
Wind Direction	East	calm	ENE
" Force	3	0	4
Weather	c	o	o
Rain	1.22	—	.06

Highest open-air Temperature on 14th...81

Lowest open-air Temperature on 15th...75

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"NOVARA"	7th August	9th Septembe	18th September

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BOMBAY VIA STRAITS & COLOMBO.

		Due BOMBAY about
"DILWARA"	23rd May	10th June

FOR

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		Due CALCUTTA
"ARRATOON APCAR"	early June	— June

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The following U.S. Shipping Board Steamers will be despatched for SEATTLE, PORTLAND, VANCOUVER SAN FRANCISCO.

"WESTERN KNIGHT" ... About June 15th.
"WEST MUNHAM" ... " " 25th.
"WEST CELINA" ... " July 5th.
"WEST HEMATITE" ... " " 5th.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE.

JOHN J. GORMAN, GENERAL AGENT.

TELEPHONE 2477 & 2478. Fifth Floor, HOTEL MANSIONS.

Y. K. K.

YAMASHITA KISEN KAISHA

(THE YAMASHITA STEAMSHIP CO., LTD).

NANYO MARU No. 1...
NANYO MARU No. 2...
NANYO MARU No. 3...
SODEGAURA MARU...
KYODO MARU No. 13...
TAMON MARU No. 1...
ASOSAN MARU
CHEIAN MARU

REGULAR SERVICE FOR FREIGHT BETWEEN HONGKONG, BANGKOK AND OR SINGAPORE.

FOR PARTICULARS PLEASE APPLY TO—

M. KOBAYASHI, AGENT,

TEL. 140 and 155. TOP FLOOR, KING'S BUILDING. 112

KUHARA SHOJI KAISHA, LD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (KOBE).

Branches and Representatives:—

TOKIO, OSAKA, LONDON, NEW YORK, PARIS, ROME, BERN, PORT SAID, CALLAO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAWAO, BANGKOK, SAIGON, VLADIVOSTOCK, SHANGHAI and TAIPEH.

Taking Cargo on through Bills of Lading to Pacific Coasts, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

S.S. "BANSEI MARU NO. 5"

For NAGASAKI and KOBE, calling hence on or about May 22nd.

For further particulars apply to—

CHU KYOKU TRADING CO.,

M. HABHIMOTO, General Agents.

Telephone No. 13. [97

CANADIAN PACIFIC OCEAN SERVICES LIMITED

PACIFIC SERVICE.

SAILINGS FROM HONGKONG TO VANCOUVER via Shanghai, Nagasaki (or Moji) Kobe and Yokohama.

Steamer	Leave Hongkong.	Arrive Vancouver.
"EMPRESS OF ASIA"	12th June.	30th June.
"EMPRESS OF JAPAN"	25th June.	16th July.
"EMPRESS OF RUSSIA"	10th July.	28th July.
"MONTEAGLE"	22nd July.	16th August.
"EMPRESS OF ASIA"	7th August.	25th August.
"EMPRESS OF JAPAN"	20th August.	10th September.
"EMPRESS OF RUSSIA"	4th September.	22nd September.
"MONTEAGLE"	27th September.	22nd October.
"EMPRESS OF ASIA"	2nd October.	20th October.
"EMPRESS OF JAPAN"	15th October.	5th November.
"EMPRESS OF RUSSIA"	30th October.	17th November.

"FARES—HONGKONG TO EUROPE"

"EMPRESS OF RUSSIA" "EMPRESS OF ASIA" ... Gold $491.00
EMPRESS OF JAPAN" "MONTEAGLE" ... Gold $436.00

Payable in Local currency at demand rate on New York.

For particulars regarding passage fares, sailings and reservation of accommodation, also literaries of trips and descriptive literature apply to—

F. D. SUTHERLAND, General Agent, Passenger Dept.

Phone 787.

For freight rates and through bills of lading via Vancouver in connection with Canadian Pacific Railway to all Overland Points in Canada and United States also to Europe and West Indies, apply to—

J. H. WALLACE, General Agent.

Phone 42.

HONGKONG. 89

CANADIAN PACIFIC OCEAN SERVICES, LTD.

THE STEAMSHIP

"METHVEN"

will be despatched for Vancouver, via Shan[illegible] and Japan Ports, on or about Wednesday, May 21st.

For Freight or further information apply to—

J. H. WALLACE, General Agent. [758

FOR NEW YORK

BLUE FUNNEL LINE.

S.S. "EURYBATES"

will be despatched for NEW YORK on Saturday, June 7th.

For Freight and further particulars, apply to—

BUTTERFIELD & SWIRE, Agents. [724

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
STRAITS & CALCUTTA	"CHAKSANG" ...Sat.,	17th May, 3 P.M.
SHANGHAI via SWATOW	"CHOYSANG" ...Sun.,	18th May D'light
MANILA	"WINGSANG" ...Mon.,	19th May, 3 p.m.
KOBE	"KUMSANG" .....Wed.,	21st May, 5 P.M.
SHANGHAI	"TUNGSHING" ...Fri.,	23rd May, D'light.
MANILA	"YUENSANG" ...Fri.,	23rd May, 3 p.m.
TIENTSIN	"CHEONGSHING" ...Sat.,	24th May, D'light.
SHANGHAI	"HOPSANG" ...Sat.,	24th May, D'light.

CALCUTTA LINE:—This Line is now being reorganized and will shortly afford frequent and regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtsze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtsze Ports.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS. All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE MATHESON & CO., LTD., General Managers.

Telephone No. 215.

R.M.S.P.

THE ROYAL MAIL STEAM PACKET CO

OWNERS OF THE "PIRIE" LINE OF STEAMERS.

FOR SAILINGS TO AND FROM THE UNITED KINGDOM AND INTERMEDIATE PORTS.

Please Apply to—

JARDINE, MATHESON & CO., LTD., Agents.

Telephone No. 215.

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal) EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

15

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS
TO
UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
General Agents.

or to Ehrss & Co., Canton. 42

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SUNNING"	On 16th May, D'light.
SWATOW and SINGAPORE	"LINAN"	On 17th May, 3 P.M.
SHANGHAI & TSINGTAO	"CHENAN"	On 18th May, 9 A.M.
SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 18th May, Noon.
SWATOW and BANGKOK	"CHANGCHOW"	On 19th May, Noon.
PAKHOI and HAIPHONG	"KAIFONG"	On 20th May, 10 A.M.
SHANGHAI	"SUIYANG"	On 22nd May, Noon.
SHANGHAI and TSINGTAO	"YINGCHOW"	On 25th May, D'light.
SWATOW and BANGKOK	"HUPEH"	On 26th May, Noon.
SHANGHAI	"TEAN"	On 27th May, Noon.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents

TELEPHONE 36 4

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW. AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

"HAITAN"	Capt. A. H. Stewart	FRIDAY,	16th May, at 1 P.M.
"HAIHONG"	Capt. J. W. Evans	TUESDAY	20th May, at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers 3

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
"ECUADOR," "VENEZUELA" AND "COLOMBIA,"
14,000 tons each.

HONGKONG TO SAN FRANCISCO,
VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.
THE SUNSHINE BELT.
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG at Noon.

S.S. "COLOMBIA"	May 21st, 1919.
S.S. "VENEZUELA"	June 18th, 1919.
S.S. "ECUADOR"	July 16th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the Cuisine, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICES, LTD.

For further information rates, literature, schedules, etc., apply to

Telephone 41 COMPANY'S OFFICE in Alexander Buildings, Chater Road. 46

P. & O. - BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
NEURALIA	28th May, Noon.	30th June	8th July.
NOVARA	7th August	9th Sept.	18th Sept.

FOR

BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DILWARA	23rd May	10th June.

FOR

CALCUTTA VIA STRAITS & RANGOON.

ARRATOON APCAR	early June	—— June

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	
ARRATOON APCAR	20th May, Noon	SHANGHAI & KOBE

Tickets Interchangeable.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,
Agents.

22, Des Vœux Road Central, HONGKONG. f1

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	† MISHIMA MARU ... 15,950 tons Fri.	6th June, at 11 A.M
NAGASAKI, KOBE and YOKOHAMA	† TANGO MARU ... 12,760 Sat. † NIKKO MARU ... 9,600 Sat.	24th May, at 11 A.M. 21st June, at 11 A.M.
SHANGHAI, and KOBE		
LONDON & ANTWERP VIA SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	†SHIDZUOKA MARU 12,520 Fri. † KAGA MARU ... 12,200 Sat.	16th May, at Noon. 31st May, at Noon.
MELBOURNE VIA MANILA, ZAMBOANGA, THURS. IS., TOWNSVILLE, BRISBANE & SYDNEY	† AKI MARU... ... 12,200...Wed.	21st May, at 11 A.M.
NEW YORK VIA SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO and PANAMA CANAL	† TATSUNO MARU 14,930 Tues. (Cargo Only)	27th May.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	KIRIN MARU No. 2 7,760 .. Sat.	24th May.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	TENZAN MARU ... — ...Mon.	19th May.

‡ Omitting Shanghai and/or Moji. † Wireless telegraphy.

HONGKONG. VICTORIA. B.C.. SEATTLE
VIA
MANILA, KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI SHIMIDZU & YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATORI MARU," each of over 20,000 tons displacement.

NEXT SAILINGS FROM HONGKONG.

‡ † FUSHIMI MARU ... 21,000 ... Sun., 22nd June, at 11 A.M.
† KATORI MARU ... — ... Sun., 13th July, at 11 A.M.

‡ Omitting Manila Eastbound.

For further information apply to

NIPPON YUSEN KAISHA.
S. YASUDA, Manager.

Telephone 292 and 293

TOYO KISEN KAISHA

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU,

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice

Steamers	Tons	Leave Hongkong
SHINYO MARU	23,000	May 23rd
SIBERIA MARU	20,000	May 24th, From Yokama.
PERSIA MARU	8,000	June 18th.
KOREA MARU	20,000	June 26th.
NIPPON MARU	11,000	July 7th.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA AND IQUIQUE.
THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
KIYO MARU	17,500	July, 12th
SEIYO MARU	14,000	Nov. 4th.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LTD and the PACIFIC MAIL STEAMSHIP Co.

Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, MANAGER.
King's Building.

TELEPHONE 2274 and 2275. f21

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES.
SHANGHAI, KOBE & YOKOHAMA	"NERA" ... 10,000	On or about 12th June
MARSEILLES VIA HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT-SAID	"NERA" ... 10,000	On or about 12th

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURTET,
Acting Agent,
Queen's Building.

TELEPHONE 740. f8

O. S. K
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.
* "AMUR MARU" ... End of May.
"ANDES MARU" ... Tuesday, 10th June
* "AMUR MARU" call Marseilles.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transhipment at Bombay to Company's steamer.
"GANGES MARU" ... Saturday, 24th May
"BURMA MARU" ... Monday, 26th May.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS DURBAN AND CAPE TOWN VIA SINGAPORE.
"HAWAII MARU" ... Saturday, 15th June.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.
"GANGES MARU" ... Saturday, 24th May
"BURMA MARU" ... Monday, 26th May.

SAIGON BANGKOK, SINGAPORE,—Regular Monthly service.
"UNNAN MARU" ... Sunday, 1st June.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.
"NANKIN MARU" ... Sunday, 1st June.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U. S. in connection with Chicago Milwaukee and St. Paul Railway.
"AFRICA MARU" ... Thursday, 22nd May.

HAIPHONG—Three times a Month service.
"DAITOKU MARU" ... Wednesday, 21st May.

JAPAN PORTS.—Moji, Kobe, Yokkaichi, Yokohama.
"SIAM MARU" ... Friday, 16th May.

KEELUNG, TAKAO VIA SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

FOR TAKAO VIA SWATOW AND AMOY.
"SOSHU MARU" ... Thursday, 22nd May, at 2 a.m.

FOR KEELUNG VIA SWATOW AND AMOY.
"KAIJO MARU" ... Sunday, 18th May, at 10 A.M.

For sailing dates and further particulars please apply to—

Y. YASUDA,
Manager,
No. 1, Queen's Building.

Tel. No. 744 and 745. 38

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (15,000 tons American Registry).
"CHINA" (10,200 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO
VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" June 14th, 1919.
"CHINA" July 2nd, 1919.

An unsurpassed high-class passenger service.

O. H. RITTER, Freight and Passenger Agent.
Prince's Buildings. Ice House Street. Tel. 1943.

POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS close 15 minutes earlier than the times given below unless otherwise stated.

INWARD MAILS.

From	Per	Due
STRAITS	*Arratoon Apcar*	18th May.

OUTWARD MAILS.

For	Per	Date
Shanghai and North China	*Bangsang* ...	Friday, 16th, 10.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ	*Shidnoka Maru*	Friday, 16th, Registration 9.45 A.M. Letters ... 10.30 A.M.
Swatow, Amoy and Foochow ...	*Haitan*	Friday, 16th, 1.00 P.M.
Japan via Moji	*Teucer*	Friday, 16th, 2.00 P.M.
*Straits and *Bangkok	*Sun Tak* ...	Friday, 16th, 5.00 P.M.
Dairen	*Urusan Maru*	Saturday, 17th, 11.00 A.M.
*Straits and *Bangkok	*Tixan*	Saturday, 17th, 2.00 P.M.
Straits and India via Calcutta	*Chokuang* ...	Saturday, 17th, 2.00 P.M.
Shanghai, and North China... ...	*Chenan*	Saturday, 17th 5.00 P.M.
*Swatow, *Shanghai and *North China, ...	*Chuyang* ...	Saturday, 17th, 5.00 P.M.
Swatow, Amoy, and Formosa via Keelung ...	*Kaijo Maru* ...	Sunday, 18th, 8.00 A.M.
*Swatow, Weihaiwei, Chefoo and Tientsin	*Kueichow* ...	Sunday, 18th, 9.00 A.M.
Swatow and *Bangkok...	*Changchow* ...	Monday, 19th, 11.00 A.M.
Philippine Islands	*Wingping*	Monday, 19th 2.00 P.M.
Pakhoi and Haiphong	*Kaifong*	Tuesday, 20th, 9.00 A.M.
Shanghai and North China	*Arratoon Apcar*...	Tuesday, 20th, 11.00 A.M.
Swatow, Amoy and Foochow ...	*Hai Hong*	Tuesday, 20th, 1.00 P.M.
SHANGHAI, NORTH CHINA, JAPAN via KOBE, HONOLULU, CANADA, UNITED STATES, CENTRAL and SOUTH AMERICA and *EUROPE via SAN FRANCISCO ...	*Columbia*	Wednesday, 21st, Registration ... 9.45 A.M. Letters ... ...10.30 A.M.
Shanghai and North China	*Suiyang*	Thursday, 22nd, 11.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, CANADA, UNITED STATES, CENTRAL AND SOUTH AMERICA, AND *EUROPE via SAN FRANCISCO	*Shinyo Maru*	Friday, 23rd, Registration 9.45 A.M. Letters ... 10.30 A.M.
Shanghai and North China	*Yingchow*	Saturday, 24th, 9.00 A.M.
Swatow and *Bangkok	*Hupeh*	Monday, 26th, 11.00 A.M.
Shanghai and North China	*Tean* .	Tuesday, 27th, 11.00 A.M.

* Correspondence bearing vessel's name, only.

LOCAL AND REGULAR MAILS OUTWARD.

For	On Week-Days.	On Sundays & Holidays.
Tai O	10.00 A.M.	10.00 A.M.
Tai Po	10.00 A.M.	10.00 A.M.
Cheung Chow	2.30 P.M. 6.00 P.M. Saturday 1.00 P.M. 6.00 P.M.	11.00 A.M. 5.00 P.M.
Shataukok, Shatin, Sheungshui, Autau, Ping Shan and Santin...	4.00 P.M.	11.00 A.M.
Aberdeen, Sai Kung and Stanley ...	4.30 P.M.	11.00 A.M.
Canton and Samshui	7.30 A.M. Reg. 5.00 P.M. Letters 6.00 P.M. 2.00 P.M.	5.00 P.M.
*Canton (By Train)		
Wuchow	4.00 P.M.	10.00 A.M.
Macao	7.30 A.M. 1.30 P.M.	8.15 A.M.
Kongmoon	8.00 P.M. Except Saturdays	5.00 P.M.
Namtau and Sanmei	6.00 P.M.	5.00 P.M.
Shamchun	10.00 A.M. 4.00 P.M.	10.00 A.M.

From Sheungwan Western Branch P. O.

For	On Week-days	On Sunday	On Holidays
Macao	7.30 A.M. 1.30 P.M.	8.30 A.M.	7.30 A.M. 1.30 P.M.
Canton and Samshui	7.30 A.M. 9.30 P.M.	9.30 P.M.	7.30 A.M.* 9.30 A.M.
Tai Ping Tung	9.30 P.M.		9.30 P.M.
Shek Ki	9.30 P.M.	9.30 P.M.	9.30 P.M.
Kongmoon	8.00 P.M.	9.30 P.M.	8.00 P.M.
Kankong...	8.00 P.M. 6.00 P.M. Except Saturday	6.00 P.M. 6.00 P.M.	6.00 P.M. 6.00 P.M.
Wuchow	4.00 P.M.	10.30 A.M.	P.M.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

BROSSARD MOPIN & CO.

CIVIL ENGINEERS, REINFORCED CONCRETE SPECIALISTS & GENERAL CONTRACTORS.

Agencies and Offices in

HONGKONG, SINGAPORE, SAIGON, TIENTSIN & PEKIN.

HONGKONG OFFICE- KING'S BUILDINGS.

REINFORCED CONCRETE

IMPORTANT WORKS ALREADY EXECUTED.

Wharf for Standard Oil Co., Singapore, Pulo Bukon 1909
Central Market, Saigon 1913
Banque de l'Indo Chine, Singapore ... 1913
Swing Bridge (165 feet Span) Cambodia 1913
Water tower on pillars, 30 ft. high, (25,000 gals.) Saigon Railway 1913
Chartered Bank of I.A. & C., Singapore 1914
Coaling Wharf, at Hongay, with Crane Railway 1914
Wharf for French Govt. Mail Steamers in 10 metres water 1914
Railway Ferry Boat of Reinforced Concrete at Johore 1917

[23-3

COMMERCIAL.

OPENING QUOTATIONS.

	May 14th.
ON LONDON.—	
Telegraphic Transfer	2/6½
Bank Bills, on demand	3/6
Bank Bills, at 30 days' sight	2/6½
Bank Bills, at 4 months' sight	2/6½
Credits, at 4 months' sight	2/7
Documentary Bills, 4 months' sight	2/7
ON PARIS —	
Bank Bills, on demand	511
Credits, at 4 months' sight	518
ON NEW YORK —	
Bank Bills, on demand ...	81¾
Credits at 60 days' sight	84¾
ON BOMBAY —	
Telegraphic Transfer	nom.
Bank Bills, on demand	—
ON CALCUTTA.—	
Telegraphic Transfer	nom.
Bank Bills, on demand	—
ON SHANGHAI.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	—
ON YOKOHAMA.—On demand	160
ON MANILA.—On demand—Pesos	189
ON SINGAPORE.—On demand	140
ON BATAVIA.—On demand ...	80
ON HAIPHONG.—On demand	nom.
ON HAIFOON.—On demand	—
ON BANGKOK.—On demand	432
SOVEREIGNS, Bank's buying Rate	$ 5.60 n.
GOLD LEAF, 100 fine, per tael	$47.20
BAR SILVER, per oz.	—

SUBSIDIARY COINS.		Per cent.
Hongkong...20 cents piece		$0.00 Discount.
Hongkong...10 "		0.00 "
Canton .....20 "		5.00 "
Canton .....10 "		0.00 "

FORTHCOMING EVENTS

TO-NIGHT.

9.15 p.m.—Banvard American Musical Comedy Co., at the Theatre Royal.—"Off To The Front."
9.15 p.m.—Victoria Theatre.
9.15 p.m.—Coronet Theatre.

TO-MORROW.

11.30 a.m.—Hongkong Electric Co., Ltd., Ordinary General Meeting.
4.30 p.m.—Banvard American Musical Comedy Co., Matinee at the Theatre Royal—"Off to the Front."

Wednesday, May 21st:—
11.30 a.m.—Canton Insurance Office, Ltd., Meeting of Shareholders.

Thursday, May 22nd:—
Noon—Union Insurance Society of Canton, Ltd., Ordinary Yearly Meeting.
12.30 p.m.—China Fire Insurance Co., Ltd., Ordinary Yearly Meeting.
12.45 p.m.—British Traders' Insurance Co. Ltd., Ordinary Yearly Meeting.

Friday, May 23rd:—
Noon—A. S. Watson & Co., Ltd., Ordinary General Meeting at the Hongkong Hotel.

Saturday, May 24th:—
Empire Day.
4 p.m.—Polo Club Gymkhana at the Race Course, Happy Valley.

"Embassy" Virginia Cigarettes

Finest Quality

The kind of quality that not only pleases the smoker but gratifies an ideal of the manufacturers to produce the finest of Virginia Cigarettes.

Sold in tins of 50's & 25 Cigarettes also packets of 10's

This advertisement is issued by British-American Tobacco Co., (China), Ltd.

THE BANK OF TAIWAN, LIMITED.
(TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed ... ... Yen 20,000,000
Capital (Paid-up)... ... ... " 27,500,000
Reserve Funds ... ... " 6,550,000

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Pinan, Shinchiku, Makung, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
CHINA—Shanghai, Hankow, Hinkiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaja, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
CAPITAL AND COUNTIES BANK, LONDON AND SOUTH-WESTERN BANK, PARR'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Chosen, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, Africa, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

NAOKICHI YANAGITA,
HONGKONG BRANCH, Manager.
3, Des Vœux Road.
Hongkong April 1st, 1919. [52

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 2½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.
Hongkong November 2nd 191 10

PALACE HOTEL, KOWLOON.
Corner of Haiphong and Hankow Roads.
Tel. K. 3. Tel. Address: Palace.

TWO Minutes from Ferry and Railway station. This Hotel has just been completely renovated and refurnished, is now up-to-date in every respect and under English Management.
Cuisine under personal supervision of the Proprietor.
BAR AND BILLIARD ROOMS.
TERMS MODERATE.
Special Arrangement for Families on Application to:
J. H. OXBERRY,
109] Proprietor.

BANQUE INDUSTRIELLE DE CHINE
(FRENCH BANK).

SUBSCRIBED CAPITAL ... F. 75,000,000
PAID UP ... ... F. 37,500,000
(1/3 of the Capital, i.e., F. 25,000,000 subscribed by the Government of the Chinese Republic.)

Chairman of the Board of Directors } André Berthelot
General Manager } A. J. Peruotin

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:
Peking
Shanghai, Tientsin, Hongkong, Hanoi, Canton, Saigon, Haiphong, Yunnanfu, Vladivostock, Foochow

BANKERS:
In FRANCE: Société Général pour favoriser le Development du Commerce et de l'Industrie en France.
In LONDON: London County Westminster & Parr's Bank, Ltd.
London Joint City & Midland Bank, Ltd.
In NEW YORK: Redmond & Co.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.
Every description of Banking and Exchange business transacted.
Special facilities for French exchange.
M. BOURT DE JOURNEL,
Manager.
Hongkong, April 1st, 1919. [65

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch St., London.

Authorised Capital £1,500,000
Subscribed " 1,500,000
Paid-up " 750,000
Reserve Fund & Rest 735,700

Bankers:
THE BANK OF ENGLAND.
THE LONDON JOINT CITY & MIDLAND BANK, LTD.

Branches:
Bombay, Calcutta, Colombo, Delhi, Calle, Hongkong, Howrah, Kandy, Karachi, Kota Bhara, Madras, Penang, Rangoon, Kuala Lumpur, Shanghai, Singapore, Port Louis (Mauritius).

HONGKONG BRANCH.
Every description of Bankin and Exchange business transacted.
INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.
C. L. SANDES,
Acting Manager.
No. 7, Queen's Road Central.
Hongkong, April 11th, 1919. [54

THE BANK OF CHINA
中國銀行
(SPECIALLY AUTHORISED IN CHINA BY PRESIDENTIAL MANDATE OF 23RD NOVEMBER, 1917.)

Authorised Capital $60,000,000
Paid-up Capital $12,379,800
Reserve Funds 3,197,400

HEAD OFFICE:—PEKING.

BRANCHES AND SUB-BRANCHES.
(PEKING): Haiting, Tungchow. (NORTH): Miyun, Chohsien, Pahsien, Niulanshan, Hsuanhua. (CHIHLI): Tientsin, Paotingfu, Lutai, Tsinhaisien, Sangfang, Shuntehfu, Tangshan, Taming, Cholushsien, Weinsien. (MANCHURIA): Changchun, Moukden, Kirin, Tsitsihar, Newchang, Liaoyuanchow, Hebo, Hsinmingfu, Taonanfu, Harbin, Dalny, Antung, Tiehling, Chinghsien, Sifeng, Hulan, Suiwafu, Hailunfu, Ninguta, Kungchuling, Liaoyang, Fuyu, Yenchi, Kainingsien (HUPEH): Hankow, Shasi, Ichang, (HUNAN): Changsha, (KIANGSU): Shanghai, Nanking, Soochow, Yangchow, Chinkiang, Wusih, Hsuchowfu, Tungchow, (SOUTH): Tsinkiangpo. (SHANTUNG): Tsinan, Tsingtao, Chefoo, Tenghsien, Lintsinhsien. (SHANSI): Taiyuanfu, Yunsheng, Sinkianhsien, Tatungfu. (HONAN): Kaifung, Chowkiakow, Hsuhsien, (KWANGTUNG): Hongkong, Canton, Swatow, Kiungchow. (FUKIEN): Foochow, Amoy, Hankong, Chuanchowfu, Changchowfu, Santuao. (CHEKIANG): Hanchow, Shaoshing, Huchowfu, Kashing, Wenchow, Ningpo, Lanchi, Yuyao, Haimen (KIANGSI): Nanchang, Kiukiang, Kanchowfu, Chintenchen, Chian. (ANWHEI): Wuhu, Ankiang, Pangfow, Luchowfu, Tatung, Tungki, Luan. (SZECHUEN): (KWEICHOW): Kweiyangfu, (SHANSI): Sianfu, Hangchungfu. (SUIYUAN): Kweihwating: Paotowchen (TSAHAR): Kalgan, Fengchen, (URGA): Urga, Hakiatao.

HONGKONG BRANCH.
Interest allowed on current accounts and Fixed Deposits. Terms on application. Every description of Banking business transacted. Loans granted on approved securities. Special facilities for Home Exchange.
TSUYEE PEI,
Manager.
Hongkong, May 15th, 1919. 271

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital £1,200,000
Reserve Fund... ... ... £2,100,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
J. L. CROCKATT,
Manager.
Hongkong, April 8th, 1919. [61

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds:—
Sterling
£1,500,000, at 2/—$15,000,000
Silver $21,000,000
$36,000,000
Reserve Liability of Proprietors $15,000,000

Court of Directors:
J. A. PLUMMER, Esq.—Chairman.
E. V. D. PARR, Esq.—Deputy Chairman.
A. H. Compton, Esq. | Hon. Mr. P. H. Holyoak
Hon. Mr. S. H. Dodwell | Hon. Mr. D. Landale
C. S. Gubbay, Esq. | W. L. Pattenden, Esq.

Chief Manager:
Hongkong—N. J. STABB, Esq.

Manager:
Shanghai—A. G. STEPHEN, Esq.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER & PARR'S BANK, LIMITED.

HONGKONG INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per annum.
" 6 " 3½ " " "
" 12 " 4 " " "

N. J. STABB,
Chief Manager.
Hongkong, March 13th, 1919. 9

BANQUE DE L'INDO-CHINE
(FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

Capital ... ... Frs. 48,000,000
Reserves ... ... " 50,000,000

BRANCHES AND AGENCIES.
Bangkok, Battambang, Canton, Djibouti, Haiphong, Hankow, Hanoi, Hongkong, Mongtze, Noumea, Papeete, Peking, Pnom-Penh, Pondichery, Saigon, Shanghai, Singapore, Tientsin, Tourane, Vladivostock

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
IN LONDON: The National Provincial & Union Bank of England Ltd; Comptoir National d'Escompte de Paris; Credit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.
A. SIRE,
Acting Manager.
Hongkong, October 31st, 1918. 109

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